

# STATE HIGHWAY DEPARTMENT

## MONTHLY REPORT

MAY 9, 1961



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COLLEGE RECRUITMENT

The Department's program for recruiting college engineering course graduates was concluded this month. During the school year Highway Department representatives made 18 campus visits, during which 131 prospective 1961 graduates were interviewed.

Initial interest was shown by about 48 of those interviewed with 25 of them accepting invitations to meet with us here for further interviews. We made offers of employment to 20 of those who visited us and whom we believed possessed a good potential for employment with the Department.

Eight of the men to whom firm offers of employment were made have accepted and are scheduled to report for work after graduation in June.

In addition to on-campus recruitment, correspondence contacts were made with 27 young men who are students of colleges we did not visit. Seventeen of these men visited our Trenton office on invitation for personal interviews. Offers of employment were made to 15 of this group and 13 accepted.

In summary; a total of 158 interviews were held; 35 offers of employment made; 21 offers were accepted; 3 offers are still being considered; 11 offers were rejected.

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### INSURANCE PREMIUM REDUCTIONS

In order to assure a reduction in the fire insurance rate for Department property our Safety Bureau has undertaken a complete program that will result in the addition of portable fire extinguishing equipment where its need is indicated at various Departmental installations.

Principal installations include the Department's Fernwood service station area and our Newark office building. At each of these locations the placement of additional equipment of the proper number, types and size of portable equipment is already being carried out.

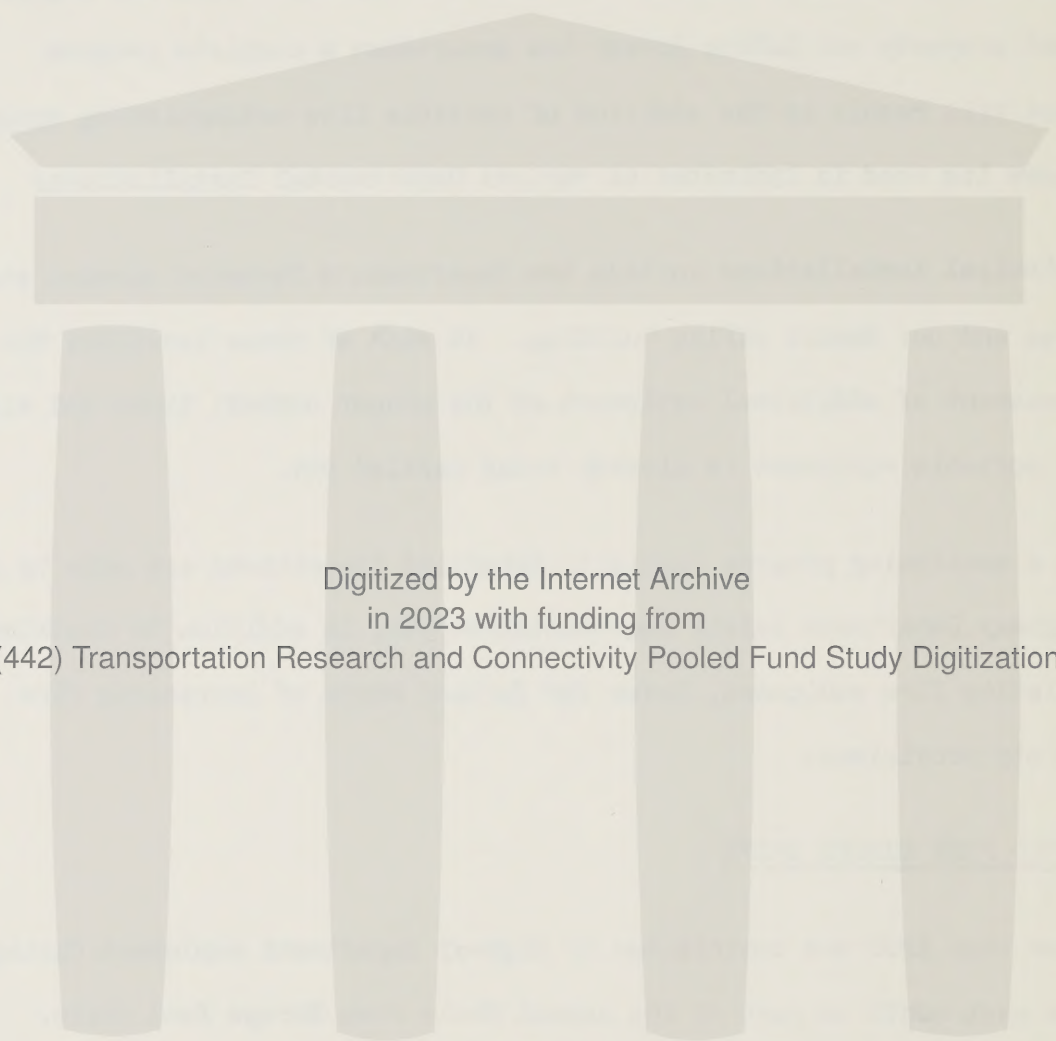
As a continuing program regularly scheduled inspections are made by a Highway Department safety representative who, in addition to checking existing fire equipment, looks for further means of increasing fire safety provisions.

### RADIO FREE EUROPE DRIVE

More than \$200 was contributed by Highway Department employees during the past month as part of the annual Radio Free Europe fund drive.

### ROUTE U.S. 22 IMPROVEMENT

The latest in a continuing series of projects aimed at increasing the safety, riding comfort and durability of heavily traveled Route U.S. 22 was advertised for bids by the Department this month.



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ROUTE U.S. 22 IMPROVEMENT, contd.

The project site is a short distance west of Clinton, in Hunterdon County, and the improvement will consist of resurfacing the highway's westbound roadway for a distance of more than 3 miles and nearly 2 miles of the existing eastbound roadway. Bituminous concrete will be used as the resurfacing material.

Another Route 22 safety improvement project due to start soon will ease traffic delays at Springfield Road in Hillside, Union County, by providing a new acceleration lane for the local road's traffic to use in entering the heavy major highway traffic stream.

Other safety improvement projects now underway or in the final planning stage will provide Route 22 with 18 miles of continuous concrete center barrier from Newark westerly to Bridgewater Township, with the exception of a 2.3 mile stretch of the highway in Union and Springfield where the existing center island is about 200 feet wide.

A proposal for extending the center barrier 4.2 miles westerly of its present end in Green Brook, and resurfacing the highway, was presented at a public hearing last March and will be contracted for soon. Also included in this project will be four new jughandles.





ROUTE U.S. 22 IMPROVEMENT, contd.

Under an \$870,000 project now underway an overpass is being constructed at Mountain Avenue in Bridgewater Township and a half-mile stretch of concrete center barrier is being installed.

Bids on widening the highway where it overpasses Liberty Avenue in Hillside will be received by the Department on May 18. This will eliminate another "tight spot" along the highway.

BERGEN-PASSAIC EXPRESSWAY

On April 25 the Department announced it would receive bids late this month on construction of an extensive interchange that will connect the Bergen-Passaic Expressway (Interstate Route 80) with N. J. Route 17 in the vicinity of Lodi, Bergen County.

The proposed interchange lies within the 6-mile section of the Expressway connecting to the George Washington Bridge that is scheduled for completion in 1962 at a cost of about \$65 million. Projects currently underway or due to start soon account for over \$38 million of the estimated total.

The basic plan of the interchange is to widely separate the Route 17 northbound and southbound roadways and construct the double-dual eight-lane Interstate 80 roadways between them. The interchange area is approximately one mile long. Bids on this project will be received May 25.





### NEW INTERSTATE 95 PROJECT

During late April the Department advertised for bids on a major contract for preparing the roadbed of Interstate Route 95 between the Bergen-Passaic Expressway and a future connection with the New Jersey Turnpike and Route U.S. 46 in Ridgefield Park.

The project will consist mainly of installing sand drain columns to stabilize nearly a mile of the new freeway's path through the marshy area between Teaneck Road and Overpeck Creek. Interchanges at each end of the project, one for connections to the Bergen-Passaic Expressway and the other to link with the Turnpike, will be undertaken as separate projects.

The bids on this project are scheduled for May 11.

### CONSTRUCTION PROGRAM

As of the first of this month our field construction program included 46 projects valued at more than \$102 million.

Another \$5 million in work will be added shortly when two major contracts bid on in late April and early this month are awarded.





CONSTRUCTION PROGRAM, contd.

The largest of these two new projects is a \$3.9 million Interstate 287 job that will extend the Middlesex East-West Freeway another three miles within South Plainfield and Edison Township. It is the latest in a series of projects designed to provide almost 15 miles of new 6-lane freeway by 1963 between Route U.S. 1 in Edison Township and Route U.S. 22 in Bridgewater, Piscataway Township.

The second new project in the over \$1 million class will supply a badly needed improvement in the primary highway system in the vicinity of Bordentown. There Routes U.S. 130 and 206 meet, run south together for about a mile, then separate again.

We will build overpasses at the northern and southern junctions of the two highways where crossing traffic is now controlled only by stop signs. Other intersections within the project limits will be appropriately reconstructed and the entire highway section resurfaced with skid-resistant bituminous concrete.

NEW PUBLICATION

In an effort to drive home the fact that funds allocated to highway construction play an important part in the labor field the Department this month issued a new informational folder entitled "Highway Construction Creates Jobs".





NEW PUBLICATION, contd.

A copy of this folder, which reviews our construction by contract over the past seven years, is included in this report. Initial distribution was made by our Bureau of Public Information and resulted in approximately 3,500 copies being put in the hands of the New Jersey Congressional delegation, the State legislators, top county officials and key civic and industrial leaders throughout the State.

Further distribution will be made in conjunction with Highway Department exhibits at conventions, trade shows and on other appropriate occasions.

ROUTE 38 IMPROVEMENT

In order to assure that our proposed improvements to Route 38 in the Browning Road and Cuthbert Road areas of Pennsauken Township presented a minimum of interference with other local land use plans the Department postponed a public hearing it had previously scheduled for the proposed project.

The basic improvement would extend over a 2.6 mile section of Route 38 between the Airport Circle in Pennsauken Township and Woodland Avenue in Delaware Township. It is designed to add roadway space to the heavily traveled artery, improve safety factors and provide completely new and modern overpass facilities at Browning Road and Cuthbert Road --two major intersecting local highways.





ROUTE 38 IMPROVEMENT, contd.

Prior to re-scheduling the hearing a series of conferences will be held with the owners of key properties adjacent to the new interchange sites.

MAURICE RIVER BRIDGE

As part of the Federal Aid program for Secondary roads the Department received bids last week on a contract for building a new bridge over the Maurice River in Millville.

The \$216,136 contract will relieve local traffic congestion that is the result of all traffic having to utilize the existing N.J. Route 49 bridge when coming to Millville from the west.

The project, cost of which will be shared equally by Cumberland County and the Federal Government, will provide a second bridge at a point about 1,500 feet north of the Route 49 crossing. New approaches will connect local streets to the new river crossing.

ENGINEERING TRAFFIC SAFETY

As a means of informing the public and key government officials at all levels of the part played by the State Highway Department in making highways safe, the Department produced and began distribution this month of a new booklet entitled "Engineering for Traffic Safety".



ENGINEERING TRAFFIC SAFETY, contd.

Modest in format the booklet consists of the text of Commissioner Palmer's address presented at the annual meeting of the State Coordinating Council on Traffic Safety on April 20. It reviews the efforts made by the Department in designing and reconstructing highways to increase the safety factor for motorists.

In addition to initial mail distribution the new booklet was included as a "give away" at the annual convention of the State Federation of Women's Clubs later that month. There the Department had placed a display, at the request of the Federation's Roadside Committee, that was concerned with our efforts to increase highway safety.

A copy of the booklet is included in this report. Its total distribution thus far has amounted to nearly 5,000 copies. We expect to continue its dissemination.

BERGEN PEDESTRIAN OVERPASSES

Two new pedestrian overpasses of heavily traveled State highways in Bergen County will be constructed as the result of bids received by the Department in mid-April.

The \$88,800 project will provide for a structure on Route 4 in River Edge and on combined Routes 1-9-46 between Leonia and Fort Lee.





BERGEN PEDESTRIAN OVERPASSES, contd.

The Route 4 overpass will be located at a point in River Edge where an estimated 800 pedestrians a day cross the highway under push-button traffic light control. At the second overpass location pedestrians now cross as traffic permits without signal light protection.

In addition to providing safety for pedestrians the overpass construction is expected to ease the flow of traffic on both heavily traveled routes. Each overpass will have a six-foot wide walkway with protective sidings more than six feet high.

The work is to be done without Federal participation in its cost.

ROUTE 35 FREEWAY

The Department this month announced it would start acquisition of right-of-way for the proposed new Eatontown-Brielle Route 35 Freeway this coming June. The announcement followed a conference of Monmouth County legislators and officials with Commissioner Dwight R. G. Palmer and members of his engineering staff.

The Department received conditional approval of the Federal Bureau of Public Roads late last August on alignment of the Freeway in its most northerly half and right-of-way plans are now in preparation.





ROUTE 35 FREEWAY, contd.

In conjunction with this planning Department engineers are also attempting to work out alignment and interchange locations for an extension of the Route 18 Freeway between the Old Bridge area of Middlesex County and Eatontown. This freeway would connect with the Route 35 freeway. Together they would provide all principal Monmouth County resort points with new freeway connections to the Garden State Parkway, the New Jersey Turnpike, and Route U. S. 1 in the New Brunswick area.



MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

April 13 - Bi-State Transportation Agency meeting.

April 14 - Morning meeting with officials of the Port of New York Authority.

Luncheon meeting with Mr. Luther M. Hodges, Secretary of the U.S. Department of Commerce, and others.

April 17 - Met in the Governor's office with Mr. Herman Stichmann, receiver for the Hudson and Manhattan Railroad.

Noon meeting with officials of the Standard Oil Company for discussion of policies concerning station locations and related matters involving the Parkway, Turnpike and State Highway System.

Afternoon meeting with U.S. Senator Harrison Williams concerning Route U.S. 22 traffic problems in the Plainfield area.

April 18 - Governor's cabinet meeting.

April 19 - Discussed highway matters related to Union County and legislation with Assemblyman John J. Wilson.





MEETINGS, contd.

- April 20 - Participated in the State Coordinating Council on Traffic Safety annual meeting at the War Memorial Building, Trenton.
- April 21 - Met with Governor Meyner and others at Morven concerning Hudson and Manhattan Railroad and general transit matters.
- April 24 - Discussion of our proposed Interstate Route 280 (Essex East-West Freeway) alignment and its effect on various industries with a group of Newark area industrial and civic leaders.
- April 27 - Meeting with Mr. Milton Rosencrans and Port of New York Authority officials re bus transportation.
- Afternoon meeting with representatives of concrete pipe manufacturers regarding various requirements of the Department.
- April 28 - Review of planning with regard to Interstate Route 280 crossing of the Garden State Parkway with our consulting engineers.
- May 1 - Met at the Essex Club with N. J. Turnpike commissioners re their planning related to the Secaucus area.





MEETINGS, contd.

May 1 - Afternoon meeting with Mr. Grant Parry, of the newly formed  
"Better Highways Information Association".

May 2 - Early meeting with Governor Meyner and N. J. Turnpike com-  
missioners at Morven re personnel.

In Atlantic City for meeting with business and government  
officials re proposed Atlantic City to Camden expressway.

May 4 - Met here with various officials of Passaic area for review  
of our planning proposed Route 21 alignment.

May 9 - Review of engineering and bonding aspects concerned with  
Interstate Route 280 and Garden State Parkway crossing.



BIDS RECEIVED

April 13 -	Pedestrian Overpasses Leoniam and Fort Lee, Bergen County. <u>Scaletti-Knowles, Inc., Pompton Lakes</u>	\$ 88,822.00
April 20 -	Painting White Lines on State highways Bergen, Essex, Hudson, Morris, Passaic and Union Counties. <u>Lombardi Striping Corp., Berkeley Heights.</u>	37,942.76
April 27 -	Routes 130-206 - Bordentown Overpasses Burlington County. <u>Kingston Bituminous Products Co., Kingston</u>	1,188,885.92
May 4 -	Interstate Route 287 - Middlesex Freeway Grading, Paving and Bridges S. Plainfield and Edison Township Middlesex County. <u>Public Constructors, Inc., Blackwood</u>	3,959,671.90
May 4 -	Vine Street Bridge over Maurice River Millville, Cumberland County. <u>F. A. Canuso &amp; Sons, Philadelphia</u>	<u>216,136.69</u>
	<u>Total Bids Received</u> -	\$5,491,459.27





CONTRACTS AWARDED

April 11 -	Painting Eight Bridges - Contract #1 Toms River, Ocean County. <u>W. Pera Painting Co., Haddonfield</u>	\$ 6,123.00
April 11 -	Bridge Painting - Contract #3 Township of Caldwell, Essex County. <u>Hudson Maintenance Corp., Long Isl. City.</u>	7,160.00
April 11 -	Bridge Painting - Contract #4 Camden, Camden County. <u>Singelis Industrial Painting Co., Philadelphia</u>	3,400.00
April 11 -	Bridge Painting - Contract #5 Secaucus and Rutherford Hudson and Bergen Counties. <u>J. I. Hass Company, Jersey City</u>	10,545.00
April 11 -	Bridge Painting - Contract #6 N. Bergen and Weehawken Townships Hudson County. <u>J. I. Hass Company, Jersey City</u>	69,300.00
April 11 -	Bridge Painting - Contract #7 Little Ferry, Ridgefield, Ridgefield Park Bergen County. <u>J.I. Hass Company, Jersey City</u>	10,680.00
April 11 -	Bridge Painting - Contract #8 Yardville, Mercer County. <u>W. Pera Painting Co., Haddonfield</u>	4,935.00
April 11 -	Route U. S. 46 Parsippany-Troy Hills Township, Morris Co. <u>Franklin Contracting Co., Little Falls</u>	53,836.52



CONTRACTS AWARDED, contd.

April 11 - Grass Control <u>McMahon Brothers, Inc., Tenaflly</u>	\$2,960.75
April 11 - Route 49- Repairs to Fender System Salem and Lower Penns Neck Township Salem County. <u>Arthur R. Henry, Inc., Northfield</u>	17,554.00
April 14 - Covered Bridge (Green Sergeant) Construction of New Bridge Adjacent to Covered Bridge and Reconstruction of Covered Bridge. Hunterdon County. <u>J. F. Chapman and Son, Hillside</u>	69,468.00
April 14 - Interstate Route 80 Demolition of Buildings Paterson, Passaic County. <u>V. Ottilio &amp; Sons, Paterson</u>	50,903.00
April 27 - Pedestrian Overpasses Leonia and Fort Lee Bergen County. <u>Scaletti-Knowles, Inc., Pompton Lakes</u>	88,822.00
April 27 - Painting White Lines on State Highways <u>Lombardi Striping Corp., Berkeley Heights</u>	<u>37,942.76</u>
<u>Total Contracts Awarded</u>	- \$ 433,630.03





BIDS TO BE RECEIVED

- May 11 - Route U. S. 22 - Widening  
Kenilworth, Union and Springfield Townships  
Union County.
- May 11 - Interstate Route 95  
Sand Drains and Incidental Work  
Route 46 to Route 80 and 95 Interchange  
Ridgefield Park and Teaneck Townships  
Bergen County.
- May 18 - Route U. S. 22  
Widening, Resurfacing and Widening of LVRR Bridge  
and Liberty Avenue  
Hillside Township, Union County.
- May 18 - Landing Street - Defense Access Road  
Lumberton to Newbolds Corner  
Lumberton Township, Burlington County.
- May 24 - Route 4 - Pavement Widening  
Englewood, Bergen County.
- May 24 - Route U. S. 22 - Resurfacing  
Mulhockaway Creek to Clinton Farms  
Union Township, Hunterdon County.
- May 25 - Interstate Route 80 - 17.  
Paving, Grading, Bridges.  
Lodi, Teterboro, Hackensack, Hackensack Township  
Bergen County.



**ENGINEERING  
FOR  
TRAFFIC SAFETY**





# ENGINEERING FOR TRAFFIC SAFETY



An Address By  
Dwight R. G. Palmer, *Commissioner*  
New Jersey State Highway Department  
Before The  
State Coordinating Council On Traffic And Safety  
War Memorial Building  
Trenton, New Jersey

*April 20, 1961*



**M**R. CHAIRMAN, Ladies and Gentlemen. The facet of the subject of interest that we are gathered here today to discuss – traffic safety – and which it will be my privilege to cover, is “Engineering for Traffic Safety.”

That we may be alerted to the wide scope of this subject, it might be informative to record some statistics to convey to you the extent to which New Jersey has become a vortex of traffic.

New Jersey's geographic location is a potent factor in the development of our unequalled traffic load. Our position at the hub of the Atlantic seaboard, midway between Boston and Washington, is the logical corridor through which all highway traffic between New England and the South and New York City and Philadelphia must travel.

New Jersey is also at the center of the greatest concentration of population in the Western Hemisphere. The State's area of about 7,500 square miles ranks it the fifth smallest state in the Union, exceeding in size only Connecticut, Delaware, Hawaii and Rhode Island. Incidentally, the eight metropolitan area counties of our State are populated by four million people and are fourth in the nation as a purchasing area. Only New York, Chicago and Los Angeles precede us.

Within New Jersey reside 6,000,000 persons, forming the most densely populated state in the Union. Our nearly six million persons drive two and one-half million motor vehicles and account for 80 per cent of all traffic within our borders.

Let us look at the results of these many factors and see how they compare with other states and the nation as a whole. As a start, compare registrations per mile of primary State highway. In Pennsylvania there are 200; in New York 400; in New Jersey 1,300. Traffic-wise this results in an average of 11,000 vehicles a day per mile on our State Highway System.

If this figure does not seem impressive, perhaps the following comparisons will serve to illustrate the point. New Jersey's State highway traffic is three and three-quarter times that of New York, three times Pennsylvania's and five times the national average of state highways.

At some locations such as the George Washington Bridge Plaza, Newark Junction, the Camden Airport Circle and the Garden State Parkway's interchange with Route 22, average daily traffic volumes of more than 100,000 vehicles a day are encountered. And, as if to put the frosting on the cake, New Jersey has more than 200,000,000 interstate crossings a year. This may provide you with a general idea of the complexity of the problem that confronts our Department in its efforts to provide for safe and expeditious travel within our borders.

The State Highway System is about 1,850 miles in length yet comprises but six per cent of New Jersey road and street mileage. This system carries eight billion miles a year or one-third of all motor vehicle travel within the State. By 1975 it is estimated it will carry 45 per cent of all travel and yet, as stated, it represents only six per cent of our total travel area.

On State highways where huge volumes of traffic travel at higher speeds, an average of 5.8 persons were killed in 1953 for every 100,000,000 miles of travel. Last year the average had dropped to 3.7 - a reduction of nearly one-third. This reduction did not just happen. It was the result of many



factors, more intelligent and safe-and-sane driving and the efforts of many people – State and municipal officials and our fine State Police, under the direction of Colonel Rutter and his Chief, Attorney General Furman. Also, in a large measure, it was the result of a concentrated program of safety construction.

Over all, pushing all of us, has been the Chief Executive, Governor Meyner, without whose support and inspiration our record would not be what it is today.

During the past seven years the State Highway Department has made some dramatic strides in reducing accidents and fatalities through its program of "Safety Through Engineering."

Since 1954 the State Highway Department has constructed:

- A. More than 84 miles of center barriers to eliminate head-on collisions.
- B. 235 jughandle turns to permit safe turning movements.
- C. 230 grade separations to eliminate cross traffic.
- D. 35 creeper lanes to provide separate lanes for slow moving vehicles traveling up hills.
- E. 450 traffic signals to control vehicular movement at intersections.

F. Also we have painted reflecting white lines on the outer edges of all State highways. In fact, we were the first state to complete the job. All told the Department paints a total of 40,000,000 feet of reflecting white lines a year.

While it is impossible to say how many lives have been saved by reflecting, road edge striping or creeper lanes, it is possible to present accurate statistics on barrier curbs.

On Route 4 in Englewood, where 50,000 cars a day use the highway, there were six fatalities in a 33-month period immediately preceding erection of barriers. All were due to cars crossing over the narrow island. In the six years since the barrier was erected one fatality has occurred. This occurred at a wire rope barrier section — a design that has been discontinued since 1954.

In Hillside, where up to 59,000 cars a day traverse Route U. S. 22, a total of 11 persons had died in the three-year period before the erection of the barriers in 1954. There have been no deaths due to head-on collisions in the past seven years.

More than four years have passed since the erection of a centerline barrier on Route 4 in Teaneck. In this area, where 51,000 cars a day pass, there have been no head-on collisions reported during that period. Recently, as an added safety measure, the height of the barrier has been increased from 20 to 32 inches.

It is not essential to elaborate on this "life-saving" installation except to mention the Pulaski Skyway. On this famous structure 19 persons lost their lives between 1950 and 1956 — six deaths occurred in 1955 alone. Through a combination of

skid resistant surfacing and a center barrier no fatalities have occurred since 1957.

Please understand that not all highway safety is the result of construction. We fully recognize the contribution of many other factors including High School driver education, pedestrian education, Motor Vehicle administration and inspection, the operations of the State Police, improved vehicles, elementary school patrols and several others. But today – in the brief time allotted to me – I confine my remarks to what we in the State Highway Department have done and are doing.

You may know of our Speed Zoning program which has played such an important role in reducing accidents. Frequently, this program has met local opposition because of the mistaken belief that speed signs regulate travel speed. This is only true when the posted speed is realistic and will, therefore, be observed by drivers and is adequately policed.

In order to arrive at the realistic speed the State Highway Department makes thousands of radar speed checks on the section under survey. From these checks we are able to determine the speed of all free-moving vehicles. The permissible speed is then posted at the five-mile figure at, or below which, 85 percent of all vehicles travel. That is the realistic speed – be it 25, 35, 40 or 45 miles and hour. When such speed limits are posted (and policed) the average driver conforms with the speed limit and the accident rate drops as a result.

Jughandles, which permit all turns to be made from the right side of the roadway, have also played a large part in reducing accidents at the crossroads. As you know they eliminate left turns and "U" turns and permit safe crossing of the highway under traffic signal control. The latest evidence to this effect is a State Police report on a 13.5 mile section of

Route 130. According to findings the accidents have been cut 50 per cent and the severity of accidents reduced.

And, of course, each of the overpasses constructed in the past seven years has played an important role in reducing accidents and fatalities on State highways.

In addition the Department has engaged in two other extensive programs. The first was to stabilize and increase the width of shoulders bordering our highways. These wider shoulders permit safe off-the-road stops to be made. The second, closing thousands of unnecessary openings in center islands where the width of the island was insufficient to permit safe left and "U" turns. You may recall that in earlier years it was the policy of the Department to make an opening in the island at practically every property. This resulted in countless accidents caused by turning movements.

Effective, simple traffic signs also play an important role in reducing accidents. They must be visible at a reasonable distance, both day and night, and must allow what is termed "instant register" – the ability to read the message at a glance. As you may have noted some years ago, some of our signs had so many towns listed you couldn't get your bearings unless you stopped to read them. Result – you often were bumped in the rear. In order to provide New Jersey motorists with such signs, a series of tests were conducted at our Fernwood Equipment Depot over a period of two years. Many types of letters were tested, as were combinations of colors and various reflecting materials. Out of this came our present signs of reflecting silver letters on dark green backgrounds. Today all 70,000 signs on the State System are reflectorized and carry the shortest possible legends. In addition, all route markers inform the driver whether he is traveling North, South, East or West.



The advantage of clear, legible signing is obvious. By giving the motorist the information he seeks at a glance, these signs permit him to devote his attention to the job of driving — no small assignment in New Jersey. They prevent that moment of indecision or hesitation that so frequently contributes to accidents.

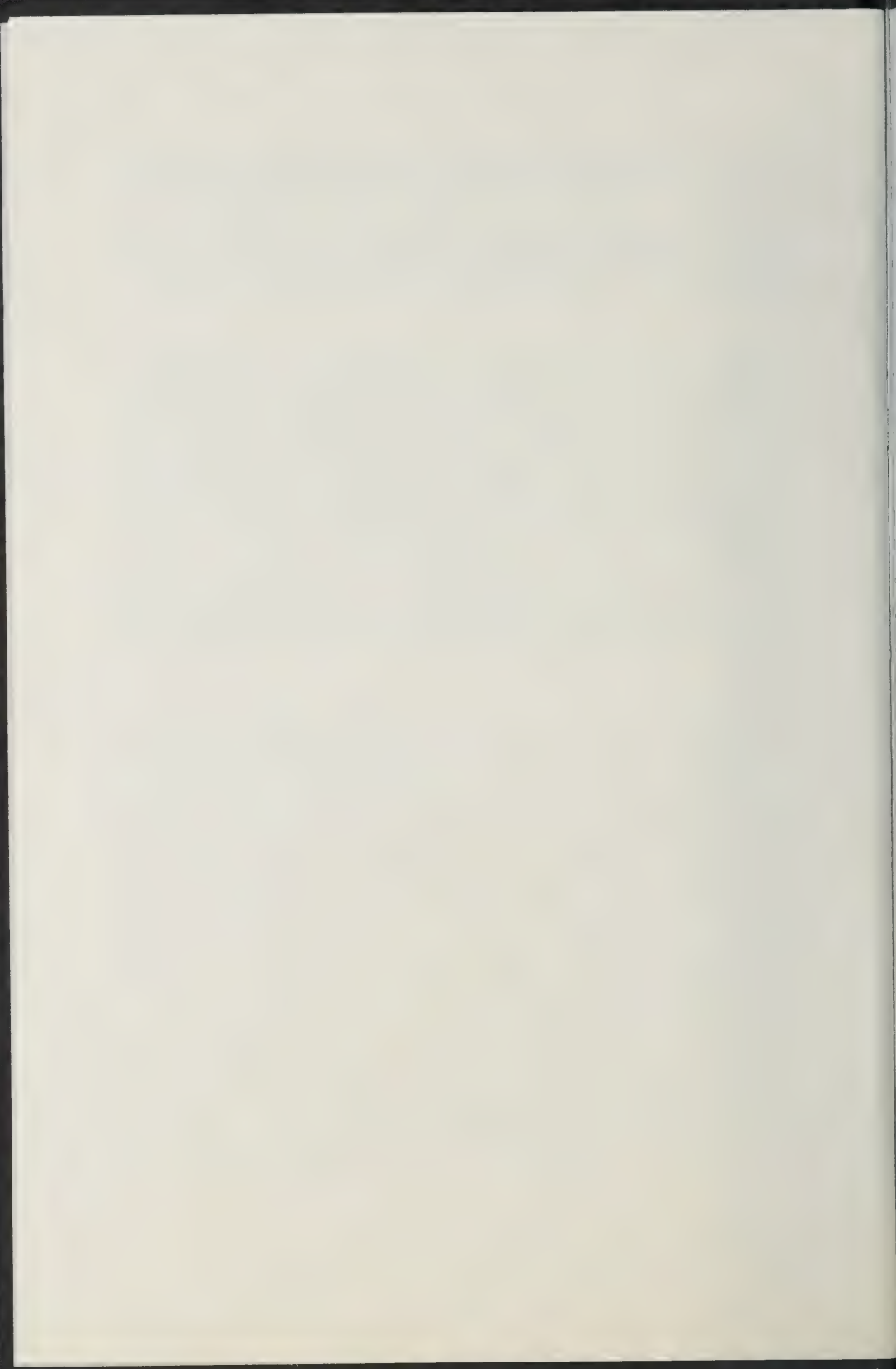
I have not the time to go into new construction, except briefly. Since 1954 we have raised the Department's construction output about 400 per cent above the pre-1954 post war level. Our new highways incorporate every known safety feature such as long curves, slight grades, 12-foot travel lanes, 13-foot passing lanes, wide shoulders, wide islands or barriers, overpasses and many other proven design features.

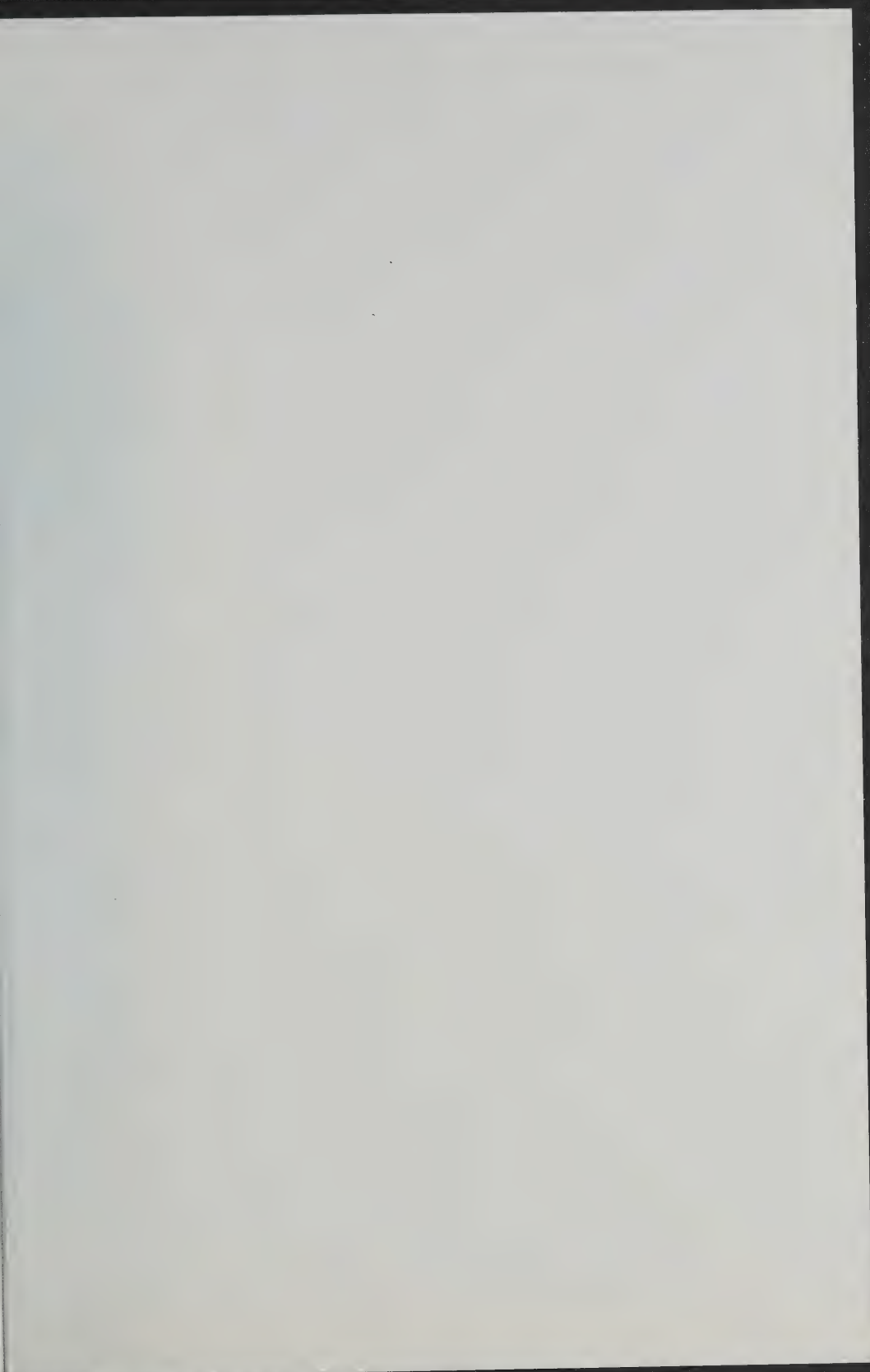
All new highways constructed by the Department will be freeways with limited or controlled access. This feature, as you may know, will increase the safety factor at least three times.

That in brief is a report of our stewardship and what we plan to do to provide New Jersey with the type of safe and expeditious travel upon which our economy may prosper. This is a job for all of us — the team of dedicated State employees and I might add there is no substitute for good, careful and considerate driving. If real courtesy were practiced on all occasions, our fatality rate would decline rapidly. In the final analysis it is the driver upon whom we must rely. We need his support, his basic intelligence and his interest in living. It is much nicer to say of a friend "Here he comes" instead of, "There he goes."

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Bureau of Public Information  
NEW JERSEY STATE HIGHWAY DEPARTMENT  
1035 Parkway Avenue  
Trenton, New Jersey







*Highway*  
*Construction*  
Creates

NEW JERSEY STATE HIGHWAY DE



# Highway Construction Creates Jobs

NEW JERSEY STATE HIGHWAY DEPARTMENT



## CONTRACT CONSTRUCTION

FISCAL YEAR	AMOUNT PAID	PAYROLL	NUMBER EMPLOYED
1954-55	\$ 23,449,000	\$ 8,890,680	1,581
1955-56	\$ 23,655,000	\$ 9,290,840	1,640
1956-57	\$ 24,344,000	\$ 9,609,280	1,704
1957-58	\$ 33,205,000	\$ 13,300,360	2,342
1958-59	\$ 46,798,000	\$ 18,547,120	3,297
1959-60	\$ 53,681,000	\$ 20,587,000	3,613
1960-61 *	\$ 56,326,180	\$ 21,340,580	3,762
TOTALS	\$ 261,454,180	\$ 101,565,860	17,939

\* Estimated



The table (left) shows the amounts paid by the New Jersey State Highway Department on construction contracts for the past several years. The amounts are broken down into payrolls and number of employees on the basis of typical contracts, average wages, and average hours worked during a year. The estimate for the current fiscal year is based on the amount paid through February 28, the experience of past years, and engineering data on the value of contracts to be awarded during the balance of the year.

The Department awarded 543 construction contracts during the period from January 20, 1954 through March 2, 1961 at a total bid price of \$287,759,690. This figure does not include such items as the cost of right-of-way, engineering, or relocation of public utilities.





## UNCOMPLETED WORK UNDER CONTRACT



Approximately 80 miles have been added to the total length of the State Highway System since 1954, virtually all of it in the form of divided highways carrying four or more lanes of traffic. But this is only part of the construction accomplished since then. The new mileage does not include any of the many, many miles widened, resurfaced, and, in general, completely rehabilitated so that they stand on equal terms with new highways. Route 1 between Trenton and New Brunswick is an outstanding example of this vital work.

The new mileage does not include any of the new bridges and other structures built since 1954 at a total cost of more than \$66 million, of which payroll accounted for about \$24 million. It does not include any of the 233 "jughandle" turns built at an average cost of \$50,000 each in an effort to promote traffic safety. It does not include the 35 creeper lanes built for the same purpose at an average cost of \$70,000 each. It does not include the miles of center barrier erected in an effort to prevent fatal head-on collisions.

The experience of many years shows that the amount of money paid out to contractors in any one fiscal year generally lags behind the value of the contracts awarded during that same year. This is because the Highway Department cannot pay out cash except on the basis of work performed.

Contractors working on the State Highway System had more work on hand December 31, 1960 than they did on the same date a year ago. The unpaid balance representing work not yet performed on contracts previously awarded, was \$57,189,881 on December 31, 1959. It was \$80,865,595 on December 31, 1960 — an increase of more than \$23 million.

Approximately \$42 million worth of new contracts should be advanced to the construction stage by June 30, 1961. Under normal conditions, it is indicated that the unpaid balance (value of work not yet performed) will be in the neighborhood of \$105 million on that date. Thus, even if the Highway Department stopped awarding contracts altogether it would take at least 18 months to complete all work under contract.

Because the Department normally awards more contracts during the construction season, the number of workers employed on highway construction jobs should increase steadily for the next eight to nine months at least, and beyond that period if the weather during the winter of 1961-62 permits active construction.

All of these figures, of course, apply only to persons employed directly on projects. They do not apply to men who work in factories, mills or quarries producing materials and equipment. In general, there are also 1.5 workers "Behind the Lines."



# *There are Related Benefits too....*

Extensive excavations and construction entail much more than merely laying down pavement and sometimes take years to complete. And there are a thousand and one "little" items, such as relocation of public utilities, drainage, landscaping, lighting and the like which add up to thousands of man-hours and millions of dollars every year.

The vast sums required for right-of-way through congested urban areas also create jobs in the construction industry, for many of the persons forced to relocate choose to buy new homes or move into new apartment dwellings. This demand obviously generates new housing construction.

Experience has shown that the character of the neighborhood adjacent to a modern highway generally improves. This, as well as the new construction demanded by relocated homeowners, causes an increase in municipal ratables.

BUREAU OF PUBLIC INFORMATION  
New Jersey State Highway Department  
Trenton, New Jersey

March, 1961







## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1961  
ROUTE 38 HEARING  
POSTPONEMENT

Trenton, May 5 - The New Jersey State Highway Department today announced postponement of the Route 38 modernization public hearing it had scheduled for May 18 at the Pennsauken Township Hall in Pennsauken.

The Highway Department proposal to be presented at the hearing covered a 2.6 mile section of Route 38 between the Airport Circle in Pennsauken Township and Woodland Avenue in Delaware Township.

According to a Highway Department spokesman the project is being designed to add roadway space to the heavily traveled highway, improve safety factors and provide complete interchange facilities at Browning Road and at Cuthbert Road.

A new hearing date will be set after Department engineers have reviewed the availability of vacant properties adjacent to the highway that might be utilized in the improvements and assured that plans to be presented at the hearing would offer minimum interference with future planning of major tracts along Route 38.

The basic improvement would consist of removing the highway's existing center island and replacing it with a 32" high concrete center barrier. This would permit the widening of each of the existing roadways to 36', including the installation of a 12' wide hard surfaced outer shoulder.

The two interchanges are being designed to permit safe easier movements between Route 38, Browning Road and Route 70; Cuthbert Road and Hampton Road.

(more)



1961  
ROUTE 38 HEARING  
POSTPONEMENT

Other modernization work and new road construction now underway or completed within the last six months brings the total amount of money committed to the Camden metropolitan area in State Highway System improvements to more than \$22 million.

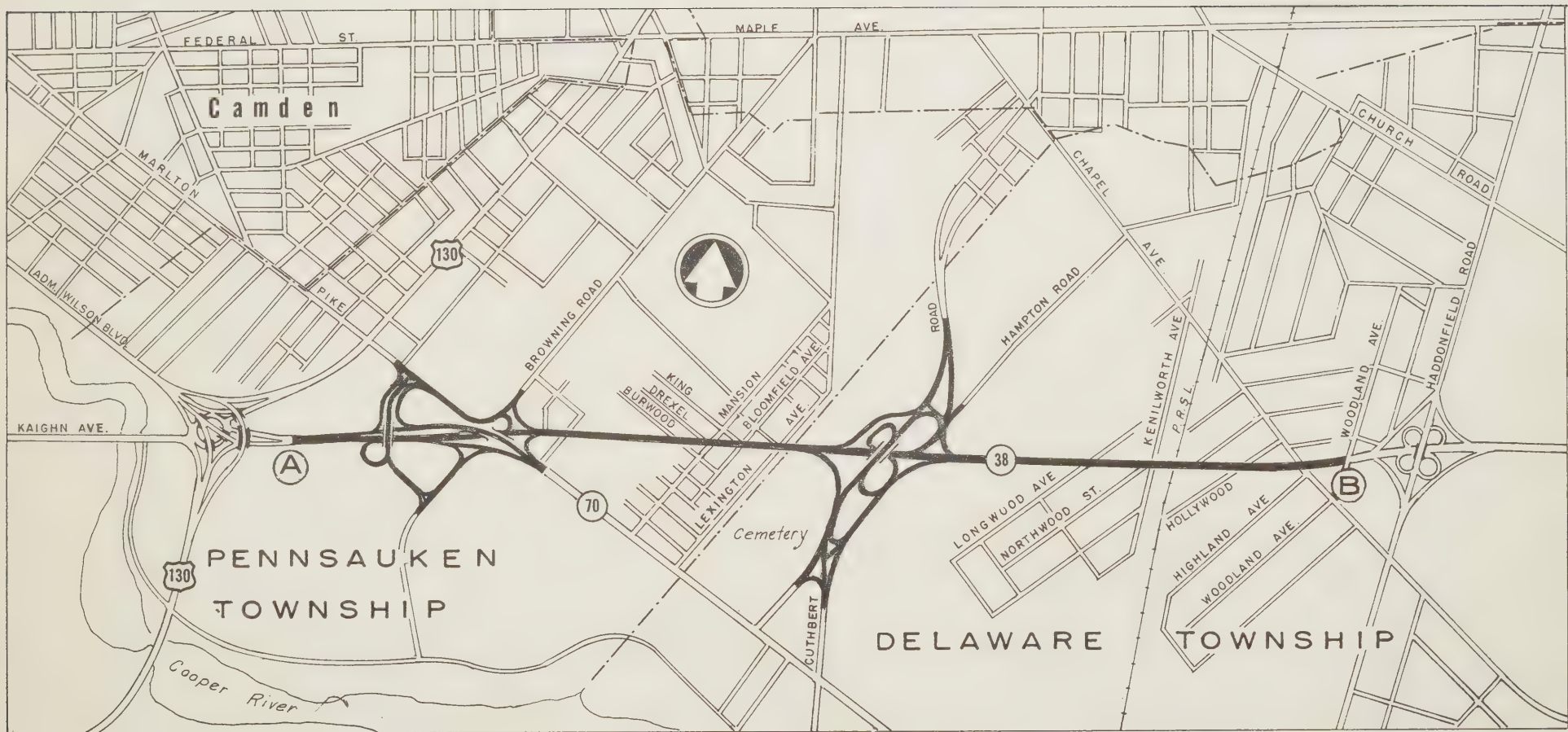
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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.  
MAY 4

1961  
ROUTE 38 - HEARING  
Camden County

Trenton, May 4 - The New Jersey State Highway Department today announced it will hold a public hearing May 18 to explain plans for widening and modernizing Route 38 in Camden County.

The desire of the people of Camden County and its municipalities for improvement of the route has been expressed several times by Senator Joseph W. Cowgill of Camden.

The project is designed to add road space to the heavily traveled highway from Woodland Avenue in Delaware Township to the Airport Circle in Pennsauken Township, improve safety factors and provide complete interchange facilities at Browning Road and at Cuthbert Road.

The hearing will start at 10:30 a.m. in the Pennsauken Township Hall, Merchantville Avenue and Route U.S. 130.

The Highway Department proposes to widen the existing highway to provide two 36-foot wide roadways separated by a concrete center barrier.

Each roadway would carry two 12-foot traffic lanes, topped with new bituminous concrete riding surfaces, and bordered by 12-foot wide hard-surfaced outer shoulders.

The concrete center barrier, proposed as a safety measure, would be 32 inches high. More than 80 miles of concrete barrier now installed along state highways has proven extremely effective in reducing or completely eliminating head-on collisions.

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1961  
ROUTE 38 - HEARING  
Camden County

The two interchanges are designed to permit safe, easy movements between Route 38, Browning Road and Route 70; Cuthbert Road and Hampton Road.

The public hearing will clear the way for constructing another of the Department's continuing series of highway safety projects in the burgeoning Camden area.

Other modernization work and new road construction now underway or completed within the last six months brings the total amount of money committed to the Camden metropolitan area to more than \$22,000,000.

Work on two projects very close to the Route 38 hearing is progressing on Route 73, and at the Routes 73-130 intersection where a major interchange is about half completed. These projects will cost about \$3.3 million.

Completed last winter were two projects amounting to \$1.1 million that saw 25 jughandles constructed along six miles of Route 130 centered on Rancocas Creek, over 100 dangerous center island openings closed against unprotected left turns and traffic lights installed on Routes 130 and 38.

Two current Route 130 safety improvement projects between the Airport circle and Burlington will provide 18 more jughandle left turn facilities with signal lights, close 75 more openings in the heavily traveled highway's center island. These projects will cost about \$1.1 million.

South of Camden a six-mile non-stop superhighway extending from the Walt Whitman bridge to Route 30 in Barrington was fully opened March 30.

The freeway link includes portions of Interstate Routes 80S and 295 and cost about \$9.4 million to build.

(more)

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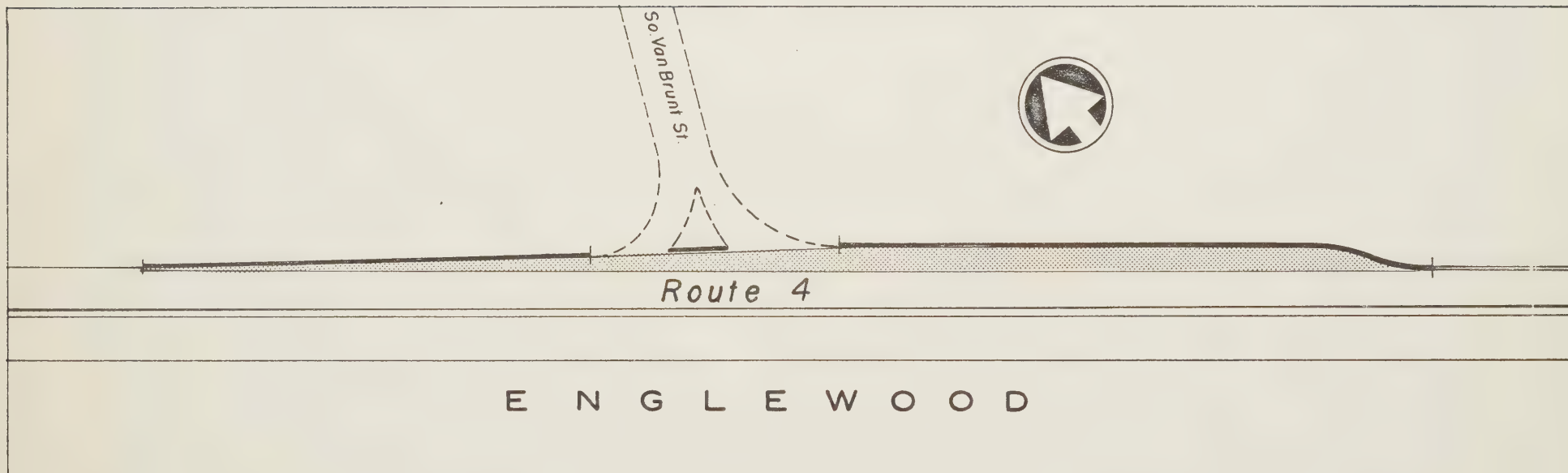
1961  
ROUTE 38 - HEARING  
Camden County

Two other Interstate Route 295 projects are now underway west of Mt. Ephraim that will extend the freeway to Route 130 in West Deptford Township, about 3.6 miles. Cost of these projects amounts to more than \$7.2 million.

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## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.  
MAY 4

1961  
ROUTE 4 - ADV  
Widening  
Englewood, Bergen County

Trenton, May 4 - The New Jersey State Highway Department today advertised for bids May 24 on widening of Route 4 where South Van Brunt Street will be extended to meet the highway in Englewood, Bergen County.

The local street now ends north of the highway, but the municipality has decided to extend it. The State Highway Department project will widen the westbound roadway of Route 4 on both sides of the new connection. Right-of-way for the project was donated through the efforts of the city of Englewood.

The project will provide a 530-foot long deceleration lane for westbound Route 4 traffic turning north on Van Brunt Street. It will also provide a 434-foot long acceleration lane for southbound traffic on Van Brunt Street turning west on Route 4.

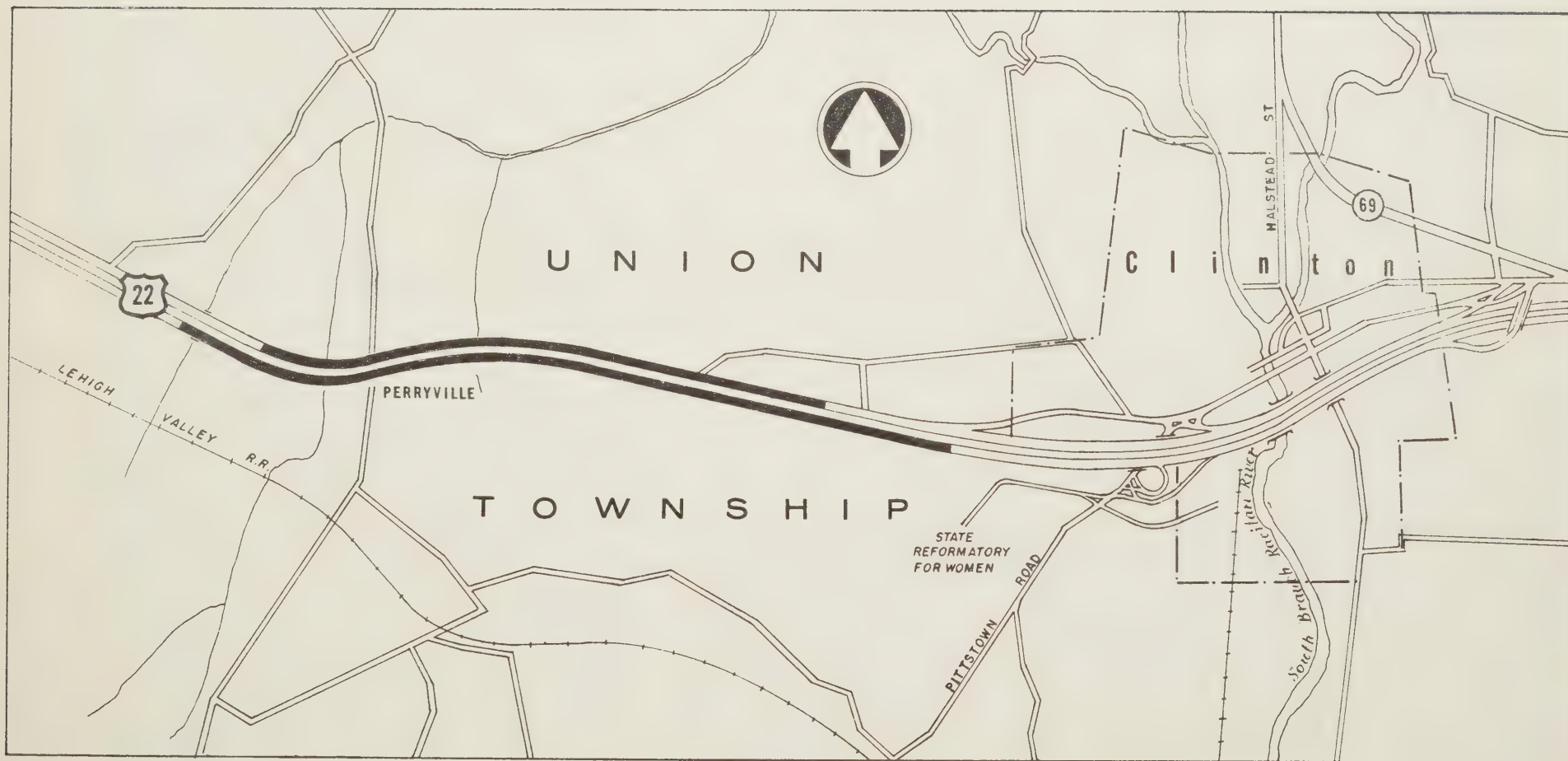
The proposed service lane will have a bituminous concrete surface three inches thick and range in width from approximately 10 feet to 16 feet. White concrete curbs will flank the new lane.

A total of 30 working days has been allowed for completion of the 100% State financed project. All bids will be reviewed by State Highway engineers before the contract is awarded.









## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.  
MAY 41961  
ROUTE 22 - ADV  
Hunterdon County

Trenton, May 4 - The New Jersey State Highway Department today announced it will receive bids May 24 on a contract for resurfacing a portion of Route U.S. 22 in Hunterdon County.

The project consists of resurfacing the highway's westbound roadway from the Mulhockaway Creek easterly for 3.1 miles and the eastbound roadway for 1.9 miles in the middle area of the project. Bituminous concrete will be used as the new surface over the existing concrete pavement.

The Highway Department has allowed 60 working days for completing the 100 per cent State financed project. All bids will be reviewed by State Highway engineers before the contract is awarded.

This project is the latest in a continuing series aimed at increasing the safety, riding comfort and durability of this heavily traveled artery. Route U.S. 22 carries a large percentage of all heavy trucking crossing the State to and from the New York-New Jersey metropolitan area as well as a large volume of commuter traffic.

Another Route 22 safety improvement project due to start soon will ease traffic delays at Springfield Road in Hillside, Union County.

Other safety improvement projects now underway or in the final planning stage will provide Route 22 with 18 miles of continuous concrete center barrier

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1961  
ROUTE 22 - ADV  
Hunterdon County

from Newark to Thompson Avenue in Bridgewater Township, with the exception of a 2.3 mile section in Union and Springfield where the center island is about 200 feet wide.

A proposal for extending the highway's concrete center barrier another 4.2 miles from Washington Avenue in Green Brook to Thompson Avenue, and resurfacing the highway, was presented at a public hearing last March.

Other safety improvements aired at the hearing included four proposed jughandles at Vosseler Avenue in Bridgewater, and at Sebrings Mills Road, Crane Avenue and Warrenville Road in Green Brook.

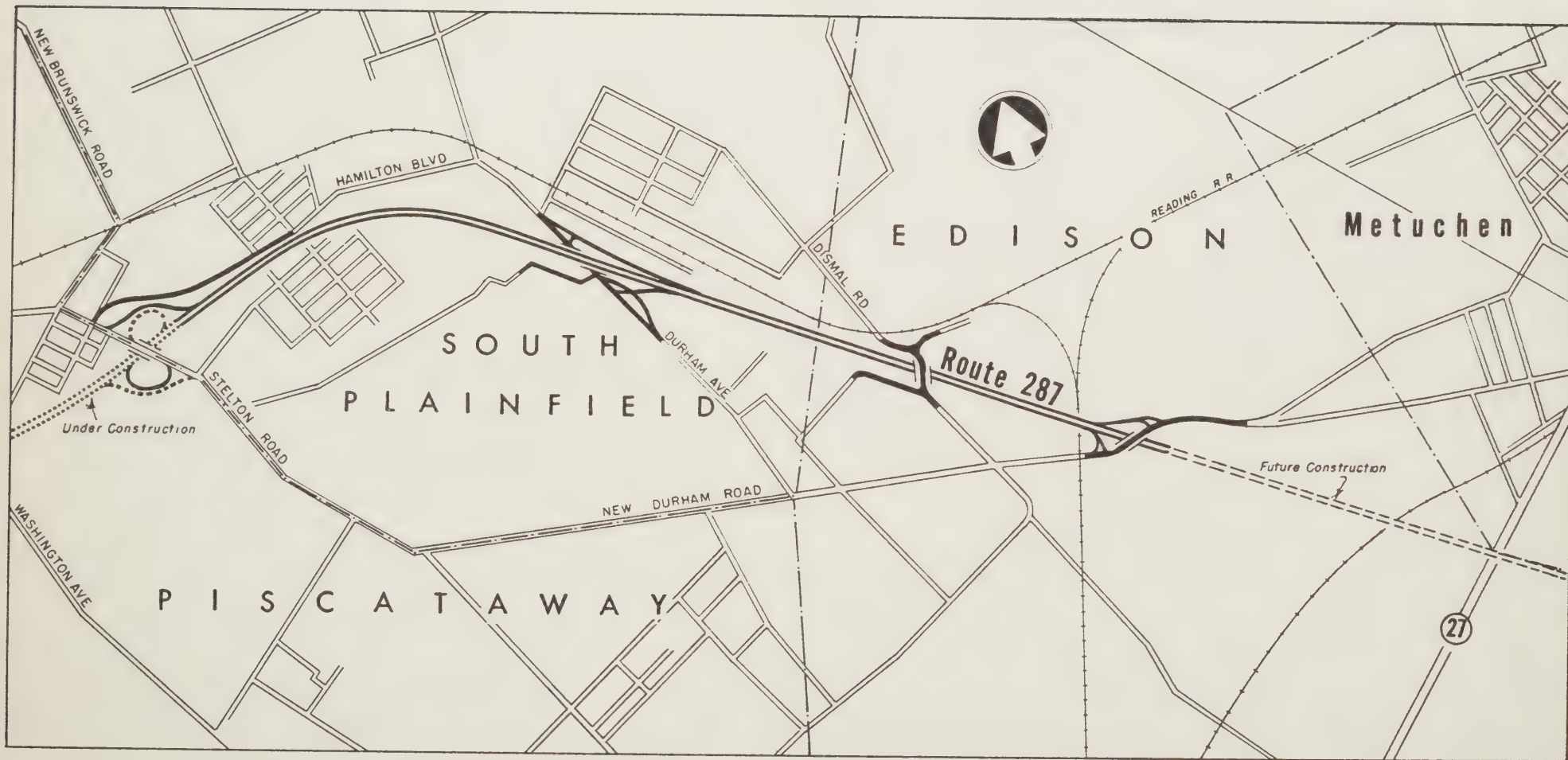
Under an \$870,000 project now underway at Mountain Avenue in Bridgewater Township, a half-mile of 32-inch concrete center barrier is being installed.

Sealed competitive bids on a contract to widen the Route 22 overpass at Liberty Avenue in Hillside will be opened May 18.

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## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1961

INTER. ROUTE 287 - BIDS  
S. Plainfield-Edison Twp.  
Middlesex County.

Trenton, May 4 - Public Constructors, Inc., of Blackwood, today submitted the low bid of \$3,959,671.90 on a New Jersey State Highway Department contract for construction of another three miles of Interstate Route 287 (the Middlesex Freeway) in Middlesex County.

The work will extend from Stelton Road in South Plainfield to New Durham Road in Edison Township. It is the latest in a series of jobs designed to provide almost 15 miles of six-lane Freeway in 1963 -- from Route 22 in Bridgewater, Piscataway Township, to Route 1, Edison Township.

The contract will include construction of six new bridges and completion of an interchange at Stelton Road. The new highway will have two concrete roadways separated by a grass center island 60 feet wide. Concrete ramps are planned for Durham Avenue and New Durham Road.

The Federal Government will pay 90 per cent of costs, and the State 10 per cent. All bids for the construction contract will be reviewed by State Highway engineers and the Federal Bureau of Public Roads before the contract is awarded.

Other bidders were: Poirier & McLane Corp., New York City, \$3,998,264.41; S. J. Groves & Sons Co., Woodbridge, \$4,133,783.06; Franklin Contracting Company, Little Falls, \$4,192,600.29; C.H. Langenfelder & Son, Baltimore, Md., \$4,249,475.54; Mal-Bros Contracting Co., W. Caldwell, \$4,472,834.75; Yonkers Contracting Co., Yonkers, \$4,550,988.64; Hagan Industries, Corona, N.Y., \$4,555,871.47; F. A. Canuso & Sons, Philadelphia, \$4,559,317.32.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1961

VINE STREET BRIDGE - BIDS  
Millville, Cumberland County.

Trenton, May 4 - F. A. Canuso & Sons, of Philadelphia, today submitted the low bid of \$216,136.69 on a contract for constructing a new bridge over the Maurice River in Millville, Cumberland County.

The city is now served by only one bridge over the river at Main Street on N.J. Route 49. It was built in 1913 and is inadequate to handle traffic which has increased considerably since the Department counted 14,650 vehicles per day in 1958. The second bridge will relieve this congestion. The new 154-foot long bridge will be located about 1,500 feet upstream. Brandriff Avenue, on the south side of the river, will be extended for about 300 feet through the city park to the bridge approach.

On the north side of the river, Vine Street will be continued across Columbia Avenue and extended for about 600 feet to the new bridge.

The project is scheduled to be completed in 160 working days. Cumberland County and the Federal Government will share all costs equally.

Other bidders on the project were: Ole Hansen & Sons, Pleasantville, \$229,391.98; Gaskill Construction Company, Riverside, \$232,261.79; Arthur R. Henry, Northfield, \$235,972.88.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY, P.M.  
April 27

1961  
Route 22 - ADV  
Liberty Avenue Viaduct  
Hillside, Union County

Trenton, April 27 - The New Jersey State Highway Department will receive sealed competitive bids on May 18 on a contract for widening the Liberty Avenue viaduct and its approaches on Route 22 in Hillside, Union County.

The project is one of a series aimed at increasing the safety of this heavily traveled highway that carries a large percentage of all heavy trucking that crosses the state to and from the New York-New Jersey metropolitan area.

According to a Highway Department spokesman the purpose of the half-mile-long project is to eliminate a traffic bottleneck that now results from squeezing six lanes of Route 22 traffic into four lanes on the relatively narrow viaduct. The overpass was built in 1932 to carry Route 22 over Liberty Avenue and a branch of the Lehigh Valley Railroad.

The widening will extend from Bloy Avenue easterly to a point 900 feet past the viaduct. The additional roadway width will provide two more traffic lanes on the viaduct, and the extra width needed to widen the six narrow lanes leading to it.

Highway Department plans call for adding a section of reinforced concrete deck 28 feet wide to the north side of the viaduct's 50' wide (4-lane) deck. The existing concrete center barrier on the viaduct will be replaced with new center barrier along the new center line of the widened deck. The new barrier will separate two 38-foot (three lane) roadways to prevent head-on collisions.

(more)





1961  
Route 22 - ADV  
Liberty Avenue Viaduct  
Hillside, Union County

The existing six-foot wide sidewalk running along the viaduct's northern edge will be removed and a sidewalk constructed alongside the future widened roadway.

The highway will be widened and completely resurfaced with bituminous concrete from its west end for about 1,600 feet to Bloy Street, and from its east end for about 900 feet to an emergency parking area. The widening will be gradual from each beginning point to the viaduct and will match the 38 foot (three lane) width of each roadway.

The existing concrete center barrier will also be relocated on the new center line of the highway.

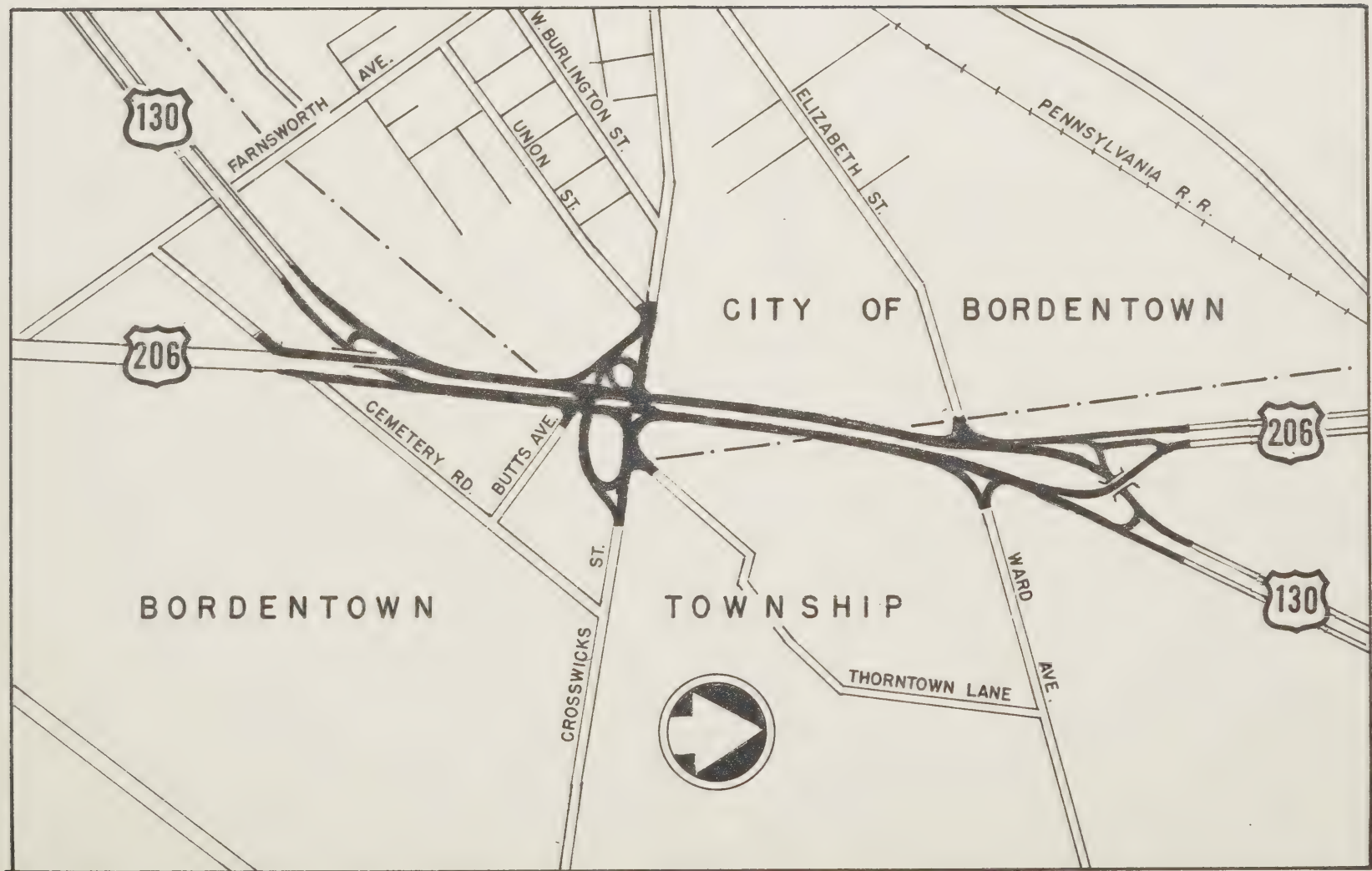
A total of 300 working days has been allowed for completing the project, with all costs being shared equally by State and Federal Governments.

Other projects included lower truck speed limits September 7 to 45 m.p.h. along Route 22 between the Somerville traffic circle east to the Route's junction with U.S. 1 in Newark, the elimination of nearly all at-grade intersections through the construction of overpasses, reconstruction and resurfacing of portions of the highway, and introduction of more than 13 miles of concrete center barrier to prevent head-on collisions between vehicles traveling in opposing directions.

Funds have been provided in the Department's 1960-61 fiscal budget for continuing the center barrier's extension another 5 miles westerly from its present terminal point at Washington Avenue, Greenbrook Township, to Thompson Avenue, Bridgewater Township, where a wide center island exists.







BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1961

ROUTES 130-206 - BIDS  
Bordentown, Burlington Co.

Trenton, April 27 - The Kingston Bituminous Products Co., Kingston, submitted the low bid of \$1,188,885.92 on a New Jersey State Highway Department contract for eliminating driving hazards at three intersections along Routes 130 and 206 in Bordentown, Burlington County.

The two routes meet just west of the Bordentown City line, run south together for about a mile, and then separate again after cutting through the southeast corner of the city.

The safety program will cover the entire length of the common route of the two highways, requiring extensive construction at Ward Avenue, Crosswicks Street and just north of Cemetery Road.

Overpasses will be built at the northern and southern junctions of the two highways where crisscrossing traffic is now controlled only by stop signs and the discretion of motorists. The intersection at Crosswicks Street, in the center of the stretch, will be reconstructed to eliminate dangerous left turns in the face of express traffic.

Within the limits of the project, all roadways will be reconstructed with bituminous concrete surfaces three inches thick. In sections where the reconstruction follows the existing highway the concrete pavement will serve as a base for the black top. Concrete curbs will border all roadways.

The project is part of the State Highway Department's overall program to improve driving safety and convenience on heavily traveled Routes 130 and 206.

(more)





1961  
ROUTES 130-206 - BIDS  
Bordentown, Burlington Co.

Costs of the Bordentown project will be shared equally by State and Federal governments. All bids will be reviewed by State engineers and the Federal Bureau of Public Roads before the contract is awarded.

Other bidders for the contract were: J.F. Chapman & Son, Hillside, \$1,196,111.76; F.A. Canuso & Sons, Philadelphia, \$1,234,776.38; Franklin Contracting Company, Little Falls, \$1,279,487.50; Hess Brothers, Parlin, \$1,287,638.30; Public Constructors, Inc., Blackwood, \$1,327,253.15; S.J. Groves & Sons Company, Woodbridge, \$1,348,907.55; Gaskill Construction Company, Riverside, \$1,374,049.94.

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## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.

APRIL 27

1961

ROUTE 9 - COMPLETION

Drainage, Atlantic County

Trenton, April 27 - The New Jersey State Highway Department today announced it expects to complete correction of storm flooding along Route 9 (New Road) in Pleasantville and Linwood, Atlantic County, this week.

The project was started last November, after consultation with Senator Frank S. Farley, of Atlantic, who had expressed concern over damage caused by flooding. The final stage consists of general clean-up and landscaping to restore the areas to their original conditions.

Work was done at three locations along Route 9. One drainage system was installed between West Reading Avenue and Martin Terrace in Pleasantville, another at the Route 9-Marvin Avenue intersection, and the third system between Monroe Avenue and Patcong Avenue in Linwood.

The Pleasantville system runs north and south along Route 9 for 1,000 feet between West Reading Avenue and Martin Terrace and extends 1,000 feet easterly along Wellington Avenue. Drainage water flows south from West Reading Avenue and north from Martin Terrace to the Wellington Avenue connection, then down Wellington Avenue to Emerson Avenue where it empties into two 300-foot long ditches which lead to 30-inch concrete drainage pipe lines.

The Route 9 section consists of 24-inch reinforced concrete pipe buried about seven feet deep under the east shoulder of the highway. The pipe trench area has been resurfaced with bituminous concrete.

(more)





1961  
ROUTE 9 - COMPLETION  
Drainage, Atlantic County

The Wellington Avenue drain line is 24-inch reinforced concrete pipe buried about seven feet beneath the surface of the southerly roadway. The trench area will be resurfaced with eight inches of bituminous treated gravel.

At the intersection of Route 9 and Marvin Avenue in Linwood storm drain inlets were installed at all four corners. The inlets connect to a 15-inch concrete pipe that extends about 1,100 feet east along Marvin Avenue to Wabash Avenue where it connects to an existing drainage system. The Marvin Avenue pipe line is about seven feet deep. The filled trench has been topped with a two-inch thick layer of bituminous concrete.

The system installed along Route 9 between Patcong and Monroe Avenues drains about 1,475 feet of the roadway and empties the collected water into a creek near Patcong Avenue. The 18-inch corrugated metal pipe line is buried about five feet beneath the east shoulder of the highway.

A total of five 15-inch corrugated metal pipe cross drains were installed under the roadway at various points to drain the west shoulder area.

Traffic was maintained through the construction areas all the time the 100 per cent State financed project was under construction.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.  
APRIL 27

1961  
LANDING STREET - ADV  
Burlington County

Trenton, April 27 - The New Jersey State Highway Department announced today it will receive bids May 18 on a contract for reconstructing a township road leading to a Federal installation in Lumberton Township, Burlington County.

New Jersey's Highway Department will act as the Federal government's agent on the project - preparing the plans, awarding the contract and supervising construction. The Federal government will pay all costs.

The project calls for reconstructing Landing Street from Eayrestown Road for 1.3 miles easterly to Newbolds Corner.

Highway Department plans show the improved road will contain two eleven-foot bituminous concrete traffic lanes flanked by gravel shoulders five feet wide.

The roadbed will have a four-inch bituminous stabilized base under the riding surface two inches thick and a foundation of gravel six inches thick.

All bids will be reviewed by State Highway engineers and the Federal Bureau of Public Roads before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.

APRIL 27

1961

ROUTE 202-206 - HEARING  
Somerset County

Trenton, April 27 - The New Jersey State Highway Department today announced it will hold a public hearing May 11 on plans to dualize a mile-long section of Route 202-206 in Bedminster Township, Somerset County.

The hearing is scheduled to begin 10:30 a.m. in the Fellowship Hall of the Bedminster Reformed Church on Main Street in Bedminster.

It will cover a section of the two-lane highway extending from the bridge over the north branch of the Raritan River northward to the fork in the highway near Bedminster where the two routes separate.

The Department's plan would double the capacity of this section which now carries the combined traffic of both routes south of the Bedminster fork.

The proposed construction would provide two roadways, to be separated by a 30-foot wide grass center island. Each roadway would have two 12-foot wide traffic lanes, a ten-foot shoulder along the outer edge and a three-foot shoulder between the inner traffic lane and the center island.

A completely new roadway would be built east of the existing highway and would be reserved for northbound traffic only.

The existing highway would be widened from its present 20-foot width to 24 feet and would serve as the southbound roadway of the route's proposed dualized portion.

(more)



1961  
ROUTE 202-206 - HEARING  
Somerset County

Also to be presented at the hearing are plans for a pair of jug-handle left-turn road facilities for the safety and convenience of eastbound and westbound River Road traffic, and a traffic turnaround road at the highway fork near Bedminster. Ramp connections to future Interstate Route 287, planned for construction south of the Raritan River branch bridge, were covered by a public hearing held in August of 1958.

The Highway Department also held a hearing April 5 in Bridgewater to explain its proposal for dualizing Route 202-206 in Bridgewater and Somerville.

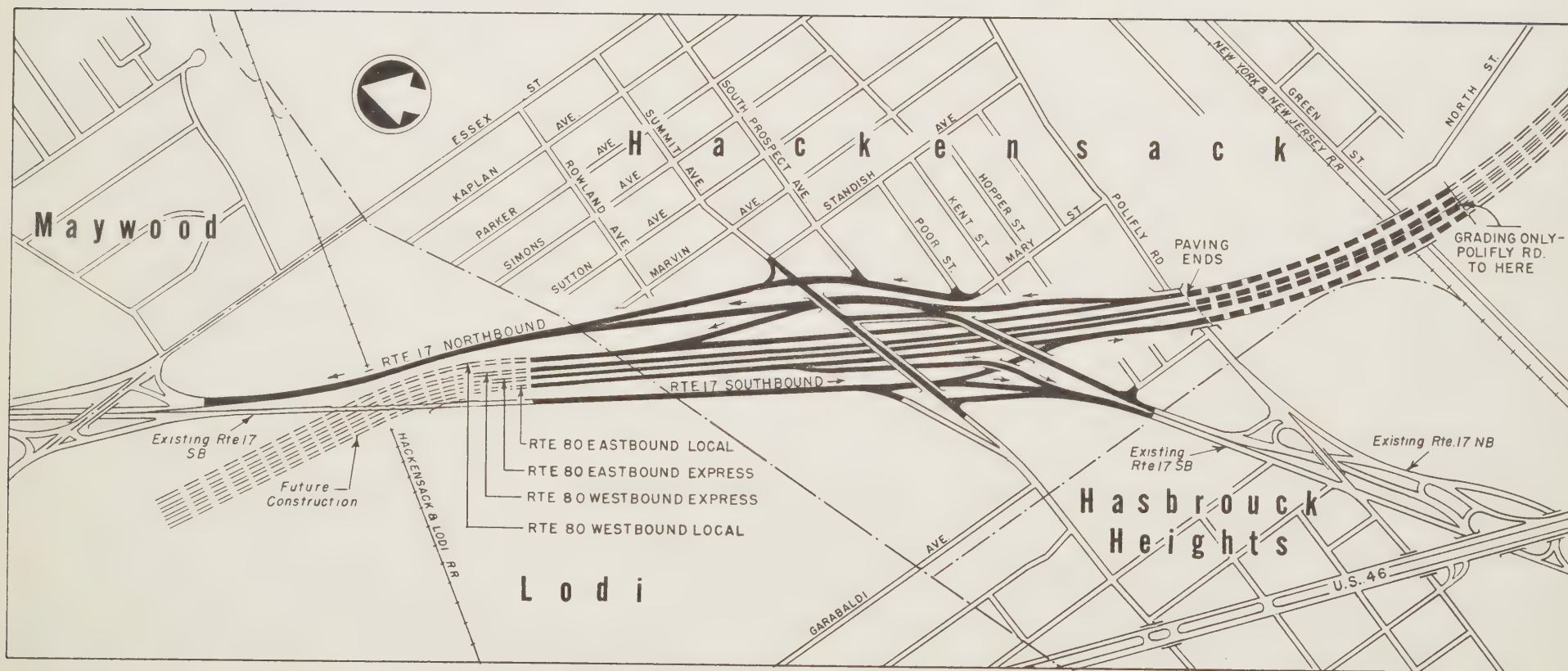
That project is similar to the Bedminster proposal, and would provide an adequate traffic link between the Somerville circle and future Interstate Route 287 which is currently planned to cross Route 202-206 in the vicinity of Woodlawn Avenue.

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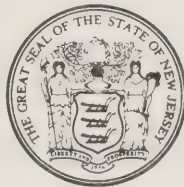




BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961

INTERSTATE ROUTE 80 - ADV  
Route 17 Interchange  
Bergen County

Trenton, April 25 - The New Jersey State Highway Department today announced it will receive bids May 25 on construction of a major interchange connecting Interstate Route 80 with N.J. Route 17 in Bergen County.

The interchange is part of the Bergen-Passaic Expressway (Interstate Routes 80 and 95) approach to the George Washington Bridge. The six-mile portion of the Expressway from Route 17 to the Bridge is due for completion in 1962 at a cost of about \$65 million. Projects now underway or due to start soon account for \$38.3 million of the estimated total.

Two different types of work will be done within the limits of the project in Hackensack, South Hackensack, Lodi and Teterboro.

Road construction will extend from Polifly Road northward to a point 1,000 feet past the Hackensack & Lodi Railroad, a distance of 1.1 miles.

South of Polifly Road the future path of Interstate Route 80 requires filling for a distance of 500 feet, and earth embankments must be placed on top of sand drain columns previously sunk into the marshland to stabilize a 1,500 foot stretch in the vicinity of Teterboro's Green Street.

The Department's road construction plans show a long, narrow interchange, with the Route 17 northbound and southbound roadways separated, and the Interstate double-dual eight-lane highway constructed between them.

(more)





1961  
INTERSTATE ROUTE 80 - ADV  
Route 17 Interchange  
Bergen County

This arrangement will permit easy transfers between westbound Route 80 and northbound Route 17, and from southbound Route 17 to eastbound Route 80. Most of the traffic using the interchange will fall into one of these patterns.

Southbound Route 17 in turn will connect with Summit Avenue and Polifly Road, and future construction at Polifly Road will provide connections to Polifly Road so that westbound Route 80 traffic can go south on Route 17 and northbound Route 17 traffic can go east on Route 80 by using Polifly Road. Future construction will provide other points of access to the Freeway.

A completely new northbound roadway for Route 17 will be constructed curving away from the existing highway just past Pleasant View Avenue in Hackensack.

This roadway will go over Route 80 on a three-lane bridge and cross the Route about 700 feet south of Summit Avenue.

Summit Avenue passes over the new northbound roadway, all of Interstate 80 and southbound Route 17 on a long bridge. Also at Summit Avenue exit and entrance ramps lead to and from Route 17.

Past Summit Avenue northbound 17 gradually curves back and rejoins the existing highway near Maywood Avenue in Lodi. The new bituminous-concrete paved roadway will have a maximum three-lane width of 47 feet in the Summit Avenue area where the ramps merge and diverge.

The existing Route 17 highway, destined to serve southbound traffic only, will be redesigned to include ramps to Route 80 and will connect with Summit Avenue and Polifly Road. It will be resurfaced with bituminous concrete within the limits of the project.

(more)





1961INTERSTATE ROUTE 80 - ADV  
Route 17 Interchange  
Bergen County

Another bridge to be constructed as part of the project will take Interstate Route 80 over Polifly Road on three spans that make up a single bridge.

The portion of Interstate Route 80 to be fully constructed will extend from Polifly Road northward for about 4,200 feet. It will have four 2-lane roadways of the dual-dual type divided by a concrete center barrier 32 inches high. Each pair of roadways will be further separated by divider islands. Each roadway will have two reinforced concrete traffic lanes 12 feet wide, and a 12-foot bituminous concrete shoulder along its outer edge.

During the construction period, aimed for completion in September 1962, the contractor will be required to maintain traffic both ways on Route 17 and local traffic on Summit Avenue.

During the first stage of construction Polifly Road will be closed for about two months and traffic diverted to Summit Avenue. Signs, lights, barricades and other safety devices will be posted to protect and guide motorists.

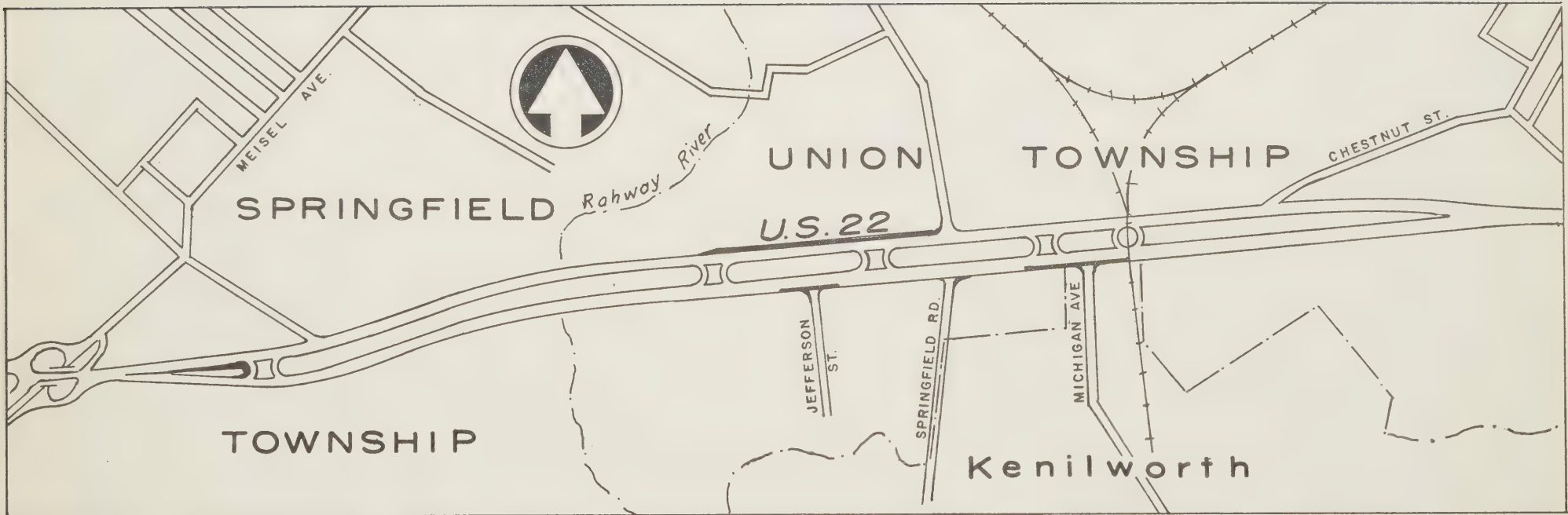
The construction comes under the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of the costs will be paid by the Federal government.

All bids for the contract will be reviewed by State Highway engineers and the Federal Bureau of Public Roads before it is awarded.

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## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE THURSDAY, P.M.

1961

ROUTE U.S. 22 - ADV.  
Union County.

Trenton, April 20 - The New Jersey State Highway Department today announced it plans to ease traffic delays at the intersection of Springfield Road with the westbound roadway of Route U.S. 22 in Union County.

The Department advertised for bids May 11 on safety construction along Route U.S. 22 from Springfield Road in Union to the Rahway Valley Railroad in Kenilworth.

At present, traffic on the westbound roadway of Route U.S. 22 is controlled by a traffic signal at Springfield Road. When the traffic is halted by a red light, it frequently backs up all the way to the Garden State Parkway, about a mile to the east.

The Highway Department intends to replace the outer shoulder of westbound Route U.S. 22 with a concrete acceleration lane 13 feet wide, extending westerly from Springfield Road for 1,675 feet to a point opposite the existing opening in the center island which permits "U" turns to the highway's eastbound roadway.

The traffic light at Springfield Road will be shut off, so that southbound Springfield Road traffic can turn west on the new acceleration lane and gradually merge with traffic on the main highway without delays or interruption.

Southbound Springfield Road traffic wanting to travel east on U.S. 22 will have more than a quarter of a mile in which to cross the main traffic lanes and use the "U" turn opening. A similar "U" turn opening 400 feet west of Springfield Road is too close to permit traffic to cross the main traffic lanes in safety, and will be barricaded.

(more)



1961  
ROUTE U.S. 22 - ADV.  
Union County.

The curve of the curbs will be eased and the adjacent shoulders widened in the areas of the intersections of Michigan and Jefferson Avenues with east-bound Route U.S. 22.

Another improvement will see the "U" turn from westbound-to-eastbound, located west of Hillside Avenue, reconstructed to include a long acceleration lane so that traffic can merge safely.

Concrete curbs will flank all new widened sections.

This project is the latest in a continuing series aimed at increasing the safety of this heavily traveled artery. Route U.S. 22 carries a large percentage of all heavy trucking crossing the state to and from the New Jersey-New York metropolitan area.

Safety projects now under way or in the final planning stage will provide Route 22 with 18 miles of continuous concrete center barrier from Newark to Thompson Avenue in Bridgewater Township, with the exception of a 2.3 mile section in Union and Springfield where the future widening work will be located.

A proposal for extending the highway's concrete center barrier another 4.2 miles west from Washington Avenue in Green Brook to Thompson Avenue, and resurfacing the highway, was presented at a public hearing last March.

Other safety improvements aired at the hearing included four proposed jug-handles at Vosseler Avenue in Bridgewater, and at Sebrings Mills Road, Crane Avenue and Warrentville Road in Green Brook.

(more)



1961  
ROUTE U.S. 22 - ADV.  
Union County.

Under an \$870,000 project now under way at Mountain Avenue in Bridgewater Township, a half-mile of 32-inch concrete center barrier is being installed.

A Highway Department spokesman said four lanes of traffic (two eastbound and two westbound) will be maintained during most of the 35-working day construction period, and one lane at all times. Warning lights and other safety devices will be posted to alert and guide motorists.

All bids will be reviewed by State Highway engineers before the contract is awarded.

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61-N-39





## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton  
IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432  
1961  
Painting Lines - BIDS  
Six Counties

Trenton, April 20 - The New Jersey Highway Department will begin giving the State Highway System a "face-lifting" for the benefit of summer travelers next month.

The Department today received a low bid of \$37,942.76 from the Lombardi Striping Corp. of Berkeley Heights on a contract for painting a total of 492 miles of reflecting white lines in six metropolitan counties.

All traffic lines throughout the State are painted at least once a year. In the interest of safety, lines which receive heavy wear from passing vehicles are renewed at more frequent intervals.

The latest contract will call for painting lines in Bergen, Essex, Hudson, Morris, Passaic and Union Counties this spring and fall. Spring painting will start May 7 and the fall work October 1. Each operation must be completed within four Sundays, plus 15 working days, after the starting date.

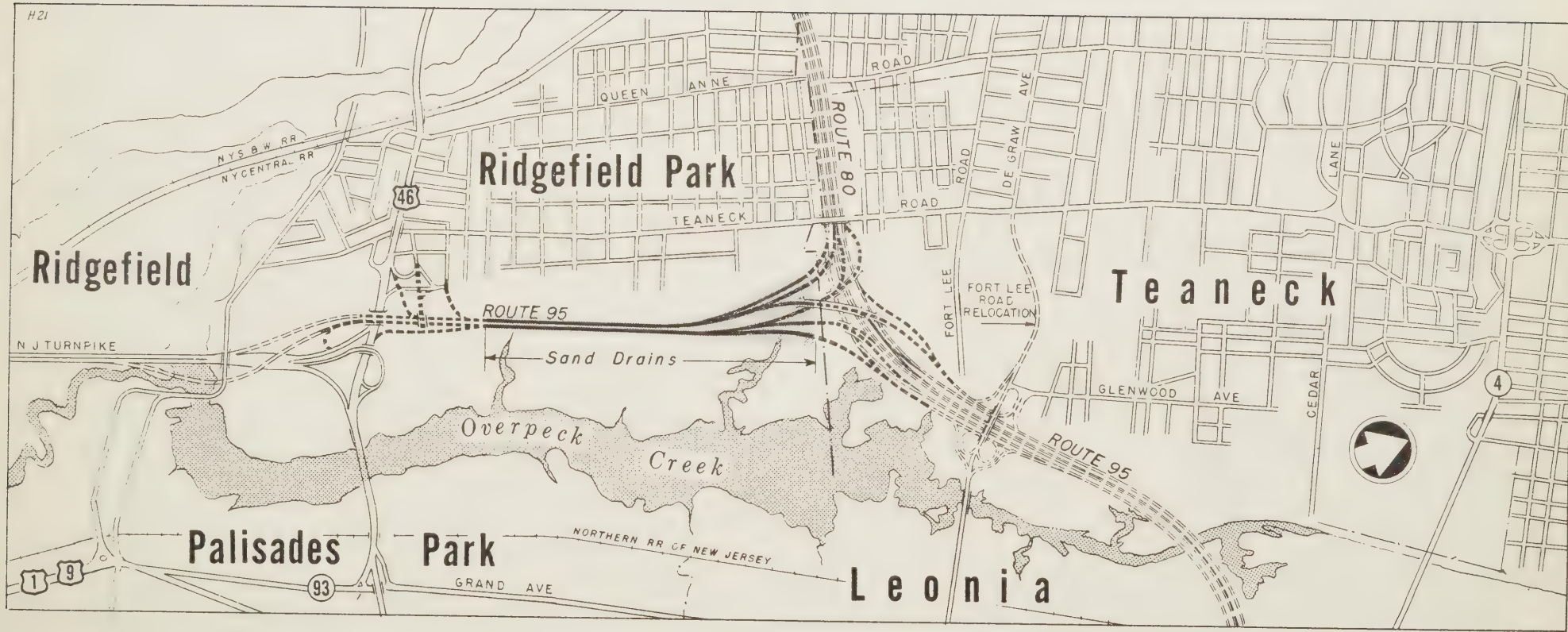
The contract will require most of the work in Bergen, Essex, Hudson and Union Counties to be done on Sundays to eliminate traffic slow-ups and hazards during week days. In normal traffic areas painting will be allowed on week days.

All bids on the 100 per cent State financed contract will be reviewed by State Highway engineers before the contract is awarded.

The other bid accepted by the Highway Department was submitted by James W. McCormick Co., Mansfield, Ohio, \$46,850.74.









BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

FOR RELEASE THURSDAY P.M.  
APRIL 20

1961

INTERSTATE ROUTE 95 - ADV  
Sand Drains  
Bergen County

Trenton, April 20 - The New Jersey State Highway Department today announced it will receive bids May 11 on a contract for preparing the roadbed of Interstate Route 95 between the Bergen-Passaic Expressway and a future connection with the New Jersey Turnpike and Route 46 in Ridgely Park, Bergen County.

The contract calls for installing sand drain columns to stabilize nearly a mile of the super-highway's path through the marshy area between Teaneck Road and Overpeck Creek, and between the Bergen-Passaic Expressway and Route 46. Most of the work area lies in Ridgely Park, with a small portion jutting into Teaneck Township.

The project is located between two interchanges which will be constructed under subsequent contracts. One will connect Interstate Route 95 with Interstate Route 80 where the two highways meet a few miles west of the George Washington Bridge. The other interchange will connect with the New Jersey Turnpike and Route 46.

The six-mile section of the Bergen-Passaic Expressway (Interstate Routes 80 and 95) from the George Washington Bridge to Route 17 in Lodi is scheduled for completion in mid-1962, to coincide with the completion of the bridge's second traffic deck.

(more)



1961INTERSTATE ROUTE 95 - ADV  
Sand Drains

The general alignment of Route 95 runs 67.4 miles from the bridge to Trenton at an estimated cost of \$188.4 million.

The marshland area covered by this contract will be drained by sinking more than 5,500 columns of sand from 40 feet to 125 feet down to firm bottom.

Water will be squeezed out of the area by placing a blanket of sand four feet thick and an earth overload on top of the roadbed. This weight forces water up the columns and outward ~~through~~ the sand blanket into run-off ditches.

After the overload is added, uniform settlement of the area will take place, and roadway embankments can be built without danger of collapse.

The project comes under the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of all costs will be paid by the Federal Government.

The Department estimates that the project will require 180 working days for completion. All bids will be reviewed by State Highway engineers and Federal Bureau of Public Roads before the contract is awarded.

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1. The first part of the paper is devoted to the study of the properties of the function  $f(x)$  defined by the equation

$f(x) = \int_0^x f(t) dt$  for  $x \in [0, 1]$ . It is shown that  $f(x)$  is a continuous function and that  $f(0) = 0$ .

2. In the second part of the paper, we study the properties of the function  $f(x)$  defined by the equation

$f(x) = \int_0^x f(t) dt$  for  $x \in [0, 1]$ . It is shown that  $f(x)$  is a continuous function and that  $f(0) = 0$ . It is also shown that  $f(x)$  is a differentiable function and that  $f'(x) = f(x)$ .

3. In the third part of the paper, we study the properties of the function  $f(x)$  defined by the equation

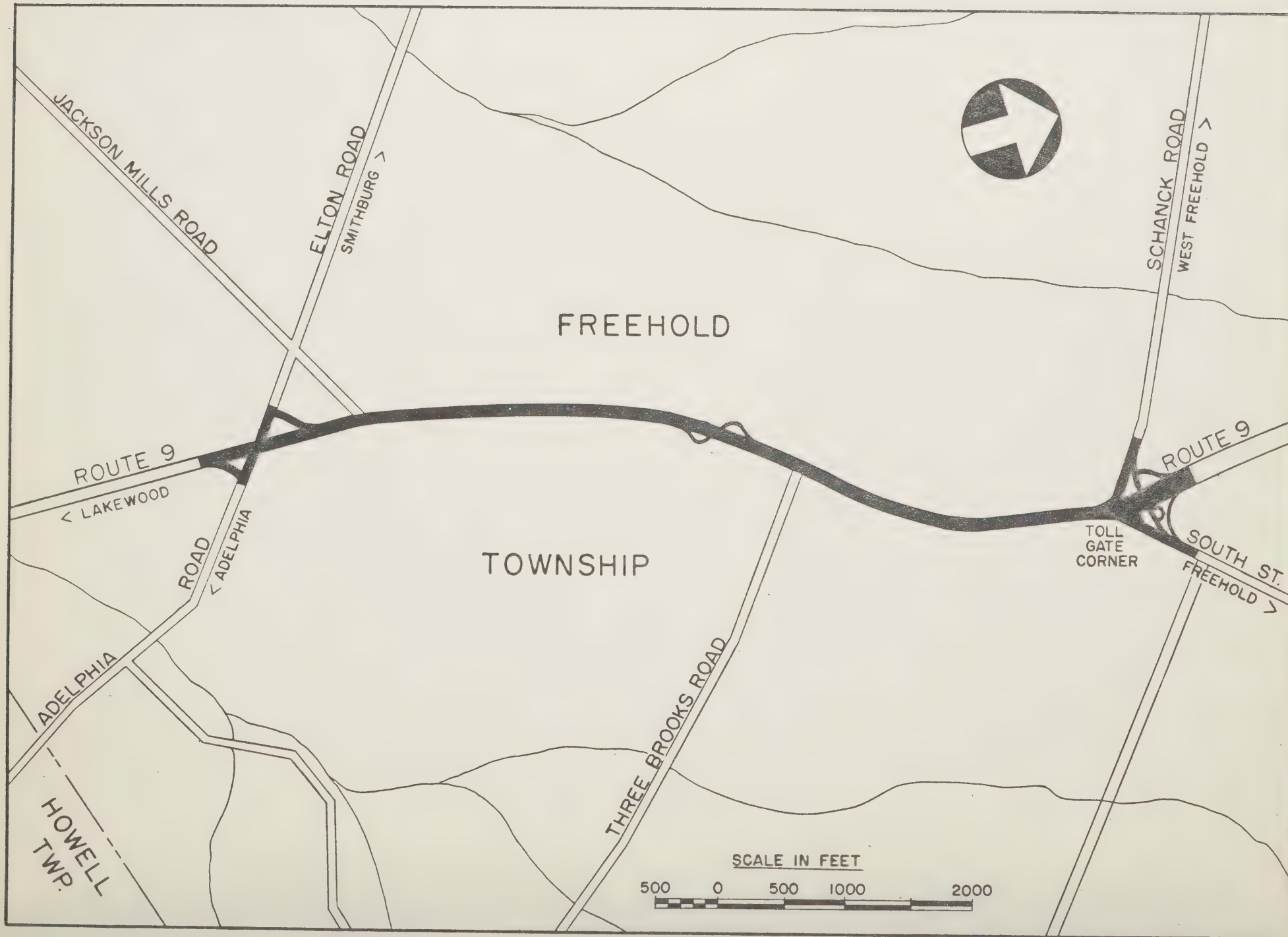
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BUREAU OF PUBLIC INFORMATION  
**NEW JERSEY STATE HIGHWAY DEPARTMENT**

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.



1961

ROUTE U.S. 9 - HEARING  
Freehold, Monmouth County

Trenton, April 20 - The New Jersey State Highway Department today announced a public hearing May 4 on plans to dualize about 1.3 miles of Route U.S. 9 in Freehold Township, Monmouth County.

The project is designed to eliminate dangerous bottlenecks at five intersections where traffic enters and leaves the present winding two-lane road.

The hearing is scheduled for 10:30 a.m. in the Freeholders' meeting room in the Hall of Records, on Main Street in Freehold.

The dualization would extend from Toll Gate Corner to Adelphia Road. The Department's plans show two new roadways separated by a grass center island about 26 feet wide.

Each roadway would contain two 12-foot wide bituminous concrete surfaced traffic lanes and a ten-foot shoulder along each outer edge.

The proposal also calls for constructing two "jug-handle" facilities for left turns to Adelphia and Elton Roads, and a pair of "U" turn jug-handles about 600 feet south of Three Brooks Road.

At Toll Gate Corner, a system of connecting roads has been designed that would permit all conventional turning movements between Route 9, Schanck Road and South Street.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.



1961

VINE STREET BRIDGE - ADV.  
Millville  
Cumberland County.

Trenton, April 13 - The New Jersey State Highway Department today announced it will receive bids May 4 on a contract for constructing a new bridge over the Maurice River in Millville, Cumberland County.

The city is now served by only one bridge over the river at Main Street on N.J. Route 49. It was built in 1913 and is inadequate to handle traffic which has increased considerably since the Department counted 14,650 vehicles per day in 1958. The second bridge will relieve this congestion. The new bridge will be located about 1,500 feet upstream. Brandriff Avenue, on the south side of the river, will be extended for about 300 feet through the city park to the bridge approach.

A 450-foot section of Park Road will be shifted about 300 feet south of its present intersection with Brandriff Avenue to ease the angle of climb to the new roadway.

On the north side of the river, Vine Street will be continued across Columbia Avenue and extended for about 600 feet to the new bridge.

Both new roadways will have two 12-foot wide traffic lanes, eight foot shoulders, curbs and sidewalks. The driving lanes will have bituminous concrete surfaces three inches thick supported by a gravel base eight inches thick.

The new bridge will have three 54-foot long spans, constructed with prestressed concrete girders and a reinforced concrete deck. The deck will be 40 feet wide and hold a 30-foot wide two-lane roadway and two five-foot sidewalks.

(more)







1961  
VINE STREET BRIDGE - ADV.  
Millville  
Cumberland County.

Vertical clearance over the river's mean high water level will be 12.5 feet.

The project is scheduled to be completed in 160 working days. Cumberland County and the Federal Government will share all costs equally.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work. All bids will be reviewed by State and County engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1961

Pedestrian Overpasses - BIDS  
Bergen County

Trenton, April 13 - The New Jersey State Highway Department today received a low bid of \$88,822.00 from Scaletti-Knowles Inc. of Pompton Lakes on construction of two pedestrian overpasses designed to eliminate dangerous highway crossings in Bergen County.

The firm's bid was the lowest of six offers received by the Department on construction of the structures on Route 4 in River Edge and Routes 1-9-46 between Leonia and Fort Lee.

One overpass will be constructed across Route 4 between Grand Avenue and Main Street, where an estimated 800 pedestrians a day cross the highway under push-button traffic light control.

The second overpass will be built at Washington Terrace, where pedestrians now make the crossing when traffic permits, with no traffic signal protection.

The projects will also ease traffic delays.

Both overpasses will be constructed of steel and concrete and will provide vertical clearances of 14.5 feet. Their six-foot wide walkways will have protective sidings more than six feet high, as well as chain link sidings on the stairways.

The Department has allowed 60 working days for completing the 100 per cent State financed project. All bids will be reviewed by State Highway engineers before the contract is awarded.

(more)



1961  
Pedestrian Overpasses -- BIDS  
Bergen County

Other bidders for the contract were: Ell-Dorer Contracting Company, Irvington, \$95,183.55; The Mal-Bros Contracting Company, West Caldwell, \$99,544.50; Schiavone Construction Company, Inc., Secaucus, \$101,803.50; J. F. Chapman & Son, Hillside, \$103,278.90; Kuchar Brothers, Montvale, \$103,567.30.

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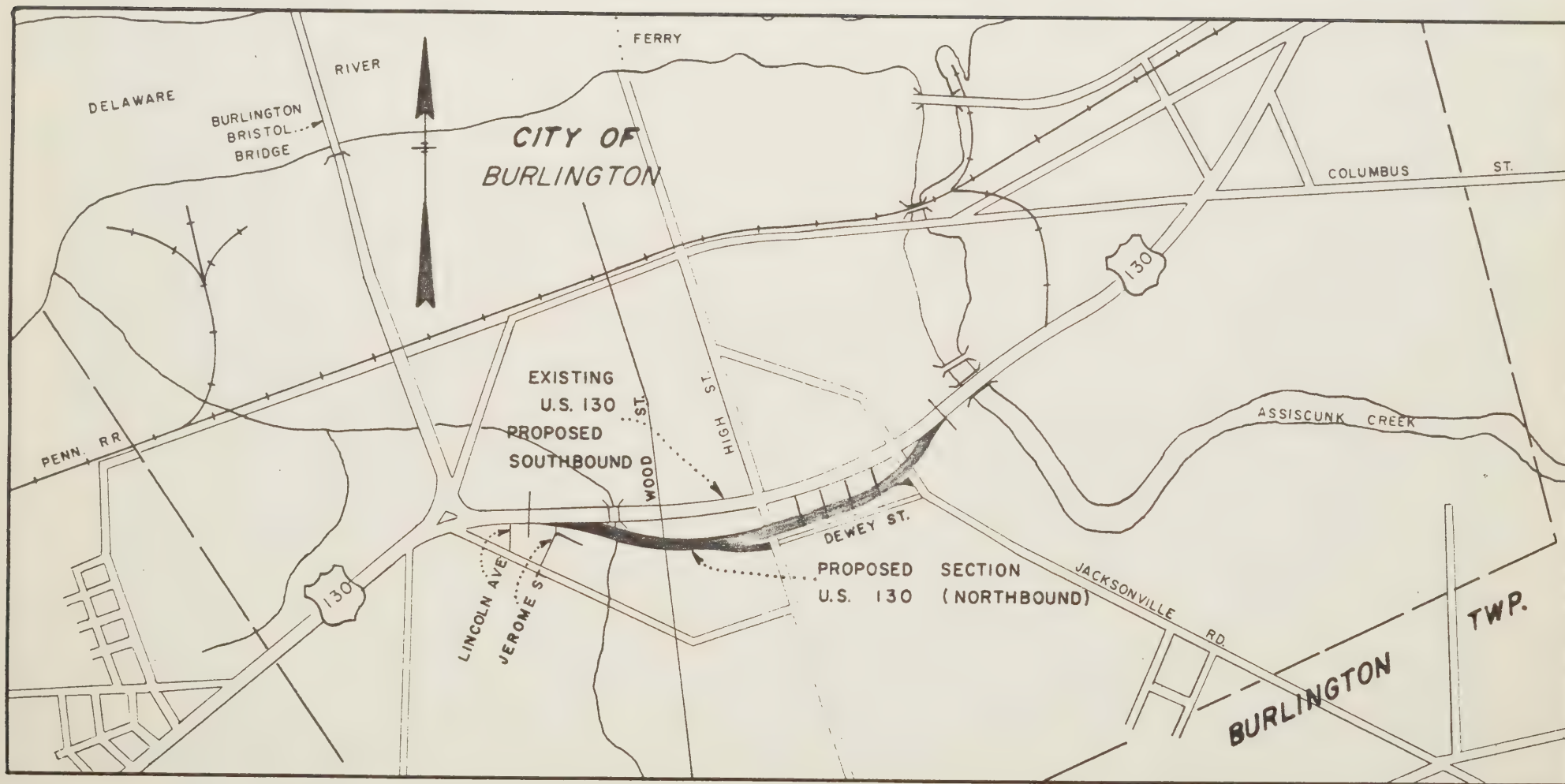


1. The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

2. In the second part, we shall consider the question of the influence of the external magnetic field on the structure of the atom. It is well known that the external magnetic field causes a splitting of the energy levels of the atom, which is called the Zeeman effect. This effect is of great importance in the study of the structure of the atom, and it is therefore of interest to investigate its properties in detail.

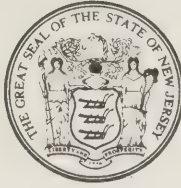
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## NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.  
APRIL 13

1961  
ROUTE 130 - HEARING  
City of Burlington  
Burlington County

Trenton, April 13 - The New Jersey State Highway Department today announced a public hearing April 26 on its plans to build a new roadway to dualize almost a mile of heavily traveled Route 130 in the City of Burlington.

The project would provide a separate roadway for northbound traffic, with the existing highway used by southbound traffic only.

The hearing is scheduled to begin 10:30 a.m. in the Burlington Municipal Building. It will cover the 4,100-foot long stretch of Route 130 between Lincoln Avenue and a point 500 feet west of Assiscunk Creek. A short section which now carries an average of 20,000 vehicles a day is divided by a center island, the remainder is an undivided four-lane highway.

The proposed northbound roadway would run about 300 feet south of the present highway, curving away from it near Jerome Avenue and rejoining it near Assiscunk Creek.

A short connecting road would branch from the future roadway to take local traffic to High Street and Dewey Street.

Wood Street, High Street and Jacksonville Road would cross the new northbound roadway, but Lawrence, York Jackson and Tyler Streets between the new roadway and Dewey Street would be replaced by a grass area. Between the new roadway and existing Route 130, Lawrence and York Street would be one-way north to the existing highway and Jackson and Tyler Streets would be one-way south to the new roadway.

(more)

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1961  
ROUTE 130 - HEARING  
City of Burlington  
Burlington County

Highway Department plans for the new roadway show three traffic lanes totaling 37 feet in width plus a hard-surfaced shoulder ten feet wide along the southerly edge.

The Department's plans for the existing Route 130 roadway call for removing the existing center island, now extending south from Wood Street, and constructing a new center island between the two diverging roadways near Jerome Avenue. This arrangement will make room for three full lanes southbound. The roadway also will be resurfaced.

The dualization project comes under the Federal government's program for aid to primary and secondary roads in which the State and Federal governments split all costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

FOR WEDNESDAY Pms RELEASE



1961  
Route 35 Freeway  
Monmouth County

Trenton, April 12 - The New Jersey State Highway Department today announced it plans to start acquiring property along the main line of the new Route 35 Freeway in Monmouth County this June.

The original alignment of the new route ran from existing Route 35 north of Shrewsbury Avenue southwest through Fort Monmouth to the Garden State Parkway spur between the Parkway and the Eatontown-Route 35 traffic circle. From there, it went south to connect with existing Route 35 again in Wall Township, passing west of Camp Evans.

The Highway Department received conditional approval from the Federal Bureau of Public Roads late last August on alignment of the Freeway from Route 33 in Neptune Township to a point south of the Garden State Parkway spur. Right-of-way plans are now being prepared for this section, except for interchange areas which must be designed before the lines can be established. The plans should be ready for the Department's property appraisers and negotiators in June.

The announcement of the Highway Department's intentions was made at the request of the legislative representatives of Monmouth County following a conference with Commissioner Dwight R. G. Palmer and members of his staff last week. The legislators have for several years expressed concern for the future of the Route 35 project as the result of meetings with municipal officials and residents of the area, and have urged the Department to proceed as quickly as possible. At the same time, it was felt by the legislators and the Department that the progress to date should be spelled out in order to clear the air of any misconceptions by the residents of Monmouth County.

(more)

1947  
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1947 March 27

1947 March 27 - The 1947 Census Bureau Highway Department Survey  
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1961  
Route 35 Freeway  
Monmouth County

Final determination of the northerly end of the Freeway has been deferred in response to requests from officials and residents of Shrewsbury and Red Bank for a bypass around their municipalities, which would extend the Freeway to a connection with Route 18 at Route 9. The Department retained a firm of engineers last year to study the proposed connection.

Action on the southerly end of the Freeway, from the Garden State Parkway spur to Route 35 in Wall Township has been deferred due to issues raised by Wall Township officials and residents; also because of intimations that Camp Evans might be eliminated in a consolidation with Fort Monmouth.

The problems concerning the northerly and southerly ends of the Freeway were discussed at public hearings, held in the affected localities, last year. The Federal Bureau of Public Roads must concur in the Department's recommendations, based on the hearings and other findings, before acquisition of right-of-way can commence.

At the same time, the Department has been working on possible alignments of Route 18 from Route 9 to the Eatontown area. Three alternate alignments have received preliminary review, but work on a fourth was delayed because the severe winter halted aerial photography for many weeks. However, it is expected that location of an interchange between Route 18 and the Route 35 Freeway will be possible by early summer, allowing work on right-of-way plans for the northerly end of the Freeway to proceed.

A sum of \$3,000,000 was allocated in the 1959-60 construction program for purchase of right-of-way for the Route 35 Freeway. It soon became obvious to the Department

(more)





1961  
Route 35 Freeway  
Monmouth County

and the Federal Bureau of Public Roads that it would be impossible to spend any substantial portion of the allocation within that fiscal year due to the foregoing conditions. Accordingly, the Department made use of part of this money as state matching funds to secure more than \$20,000,000 in additional Federal aid, all of which was in excess of the amount of aid the State had expected to receive that year.

However, in addition to paying the costs of the engineering studies, approximately three-quarters of a million dollars of the original \$3,000,000 is still available for immediate acquisition of right-of-way.

The funds needed to complete purchases along the entire route, as right-of-way plans are finished, will be made available from successive budgets as required.

Plans are also being prepared by the Department for the dualization of Route 34 from Brielle Circle to north of Route 38 and of Route 9 from its junction with Route 79 to Adelphia Corner; and the widening of Route 35 from Shrewsbury Avenue to the Eatontown Circle and of Route 33 from the Garden State Parkway to Route 34.

The legislators also urged the Department to start this year on dualization of Route 36 from Atlantic Highlands westward. Commissioner Palmer said the project would be seriously considered in formulating the construction program for 1961-62.

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